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SEPTEMBER, 1897. VOL. XV. NO. 9.

The Northwest



Published by E. V. SMALLEY, St. Paul, Minn. Two Dollars a Year. Twenty Cents a Copy.

In this issue:

The Archipelago de Haro; or, The San Juan Islands.
The City of Winnipeg: Historic, Picturesque, Commercial.
The Lake of the Woods Gold-Field in Ontario, Can.

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The body is hung from the ends of the short top springs by swinging body hangers. On the **BED** so made by **THESE HANGERS**, the body rests and rides. These hangers turn in bearings attached to the bottom of the body, which permit the body to have a free backward and forward swinging motion. Notice the ends of the short top springs are **NOT ATTACHED**

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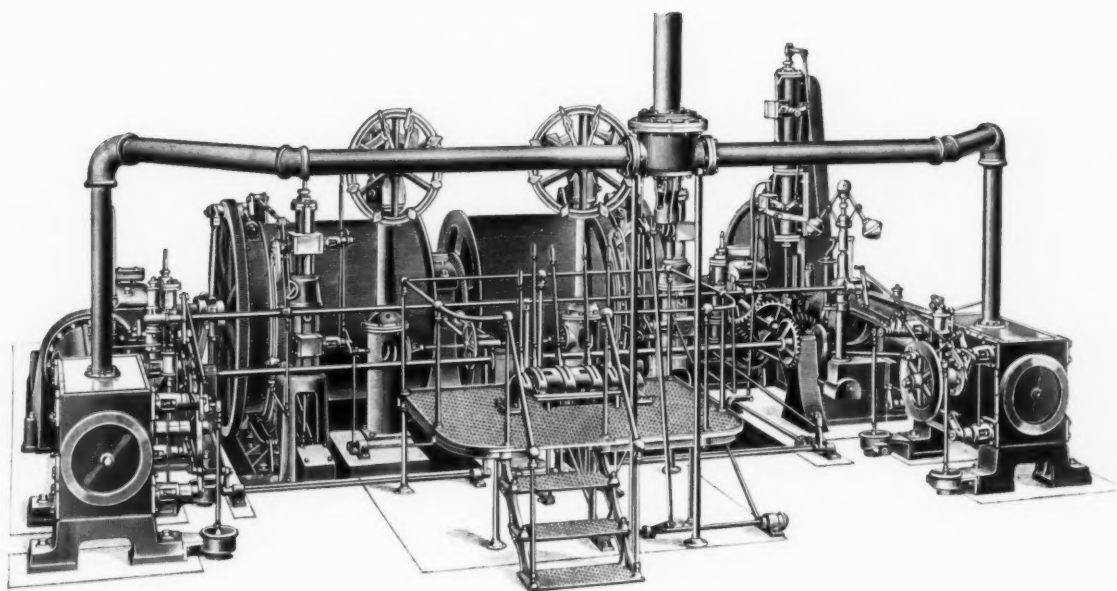
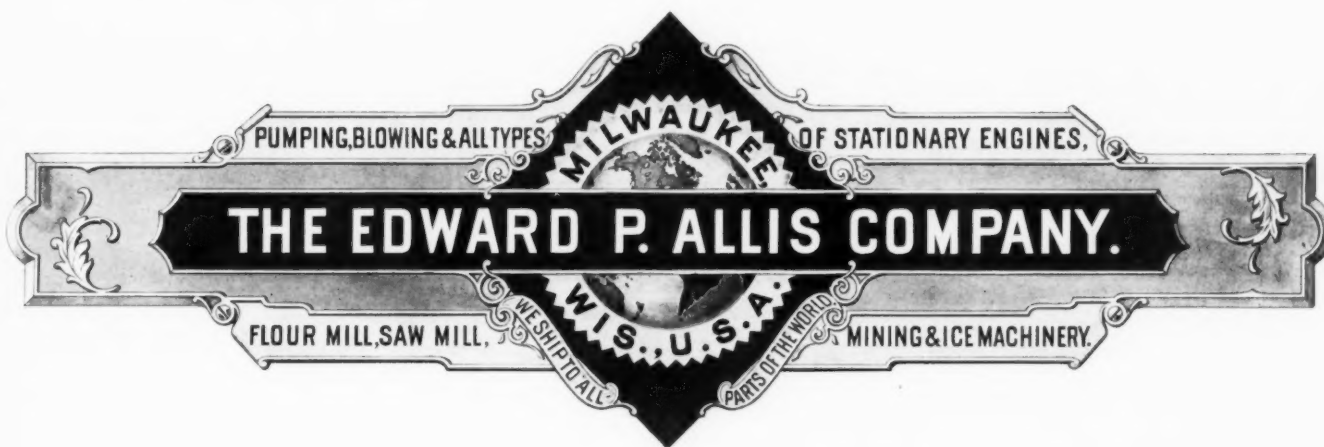
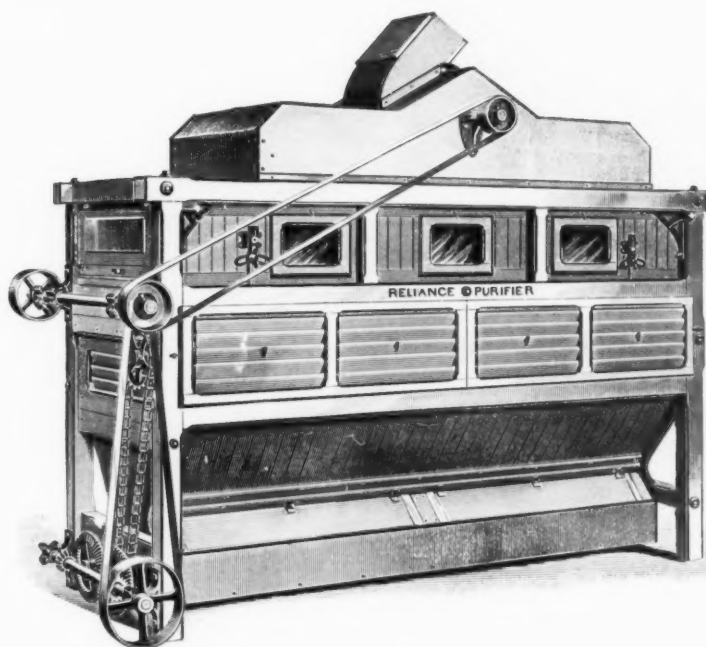
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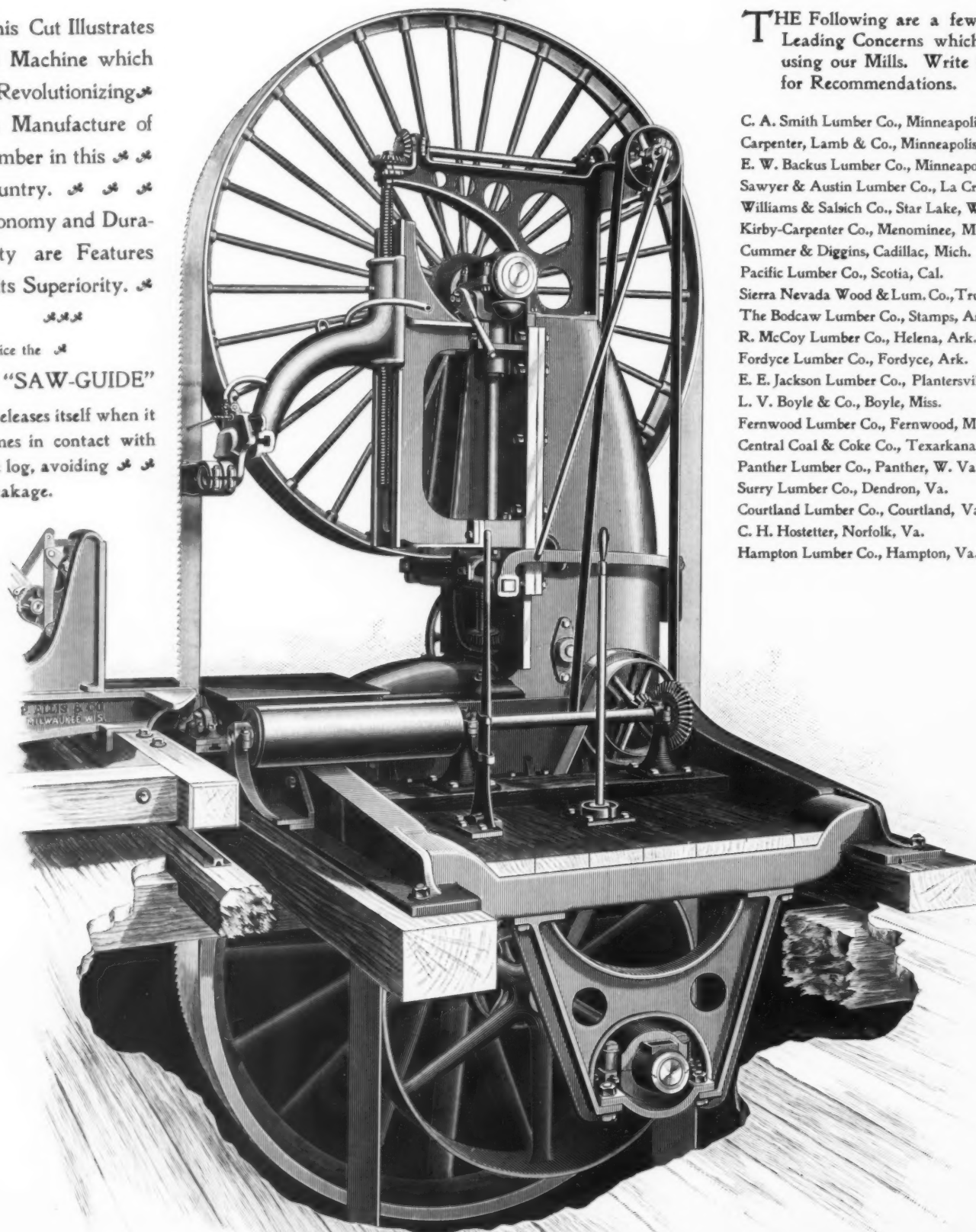


This Cut Illustrates the Machine which is Revolutionizing the Manufacture of Lumber in this Country. Economy and Durability are Features of its Superiority.

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It releases itself when it comes in contact with the log, avoiding breakage.



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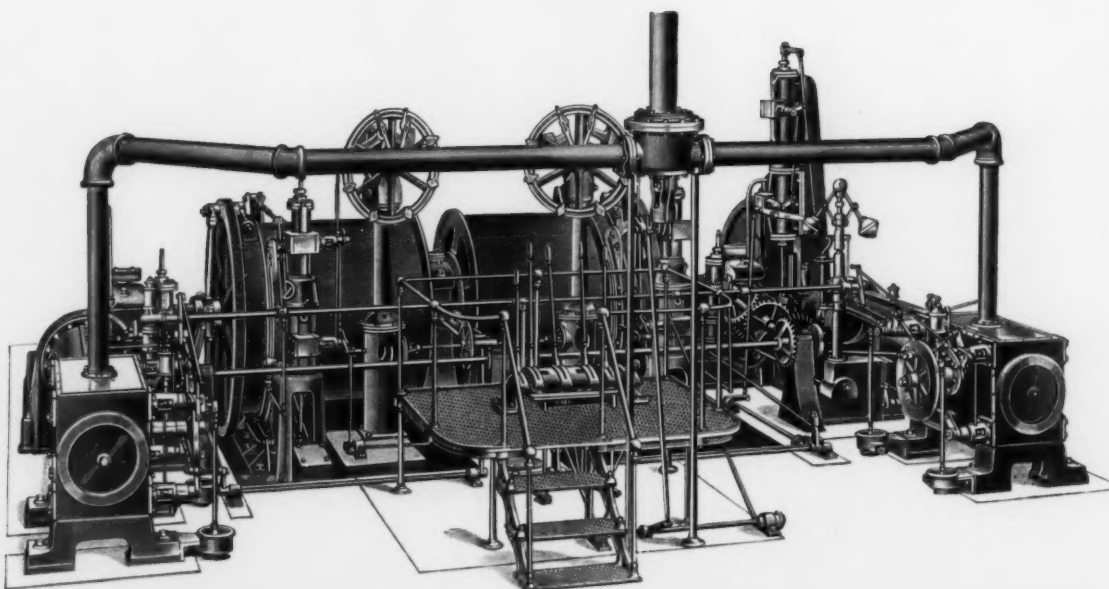
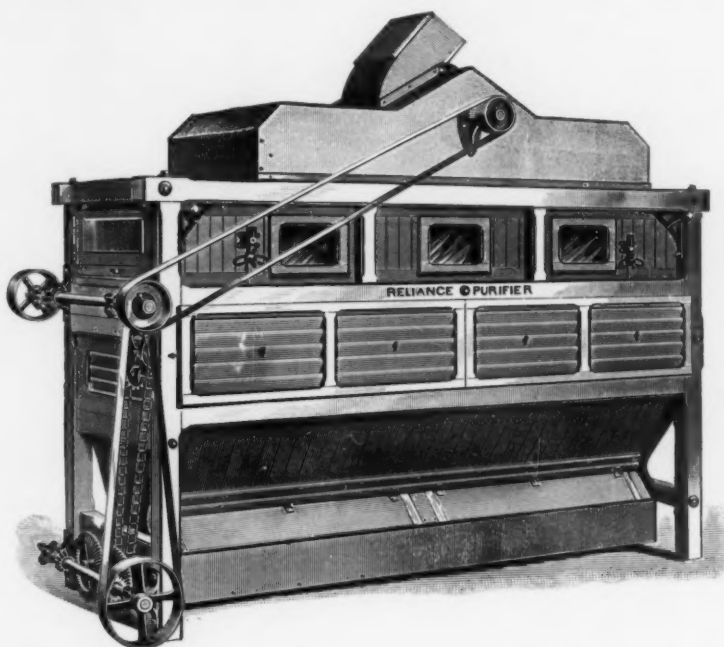
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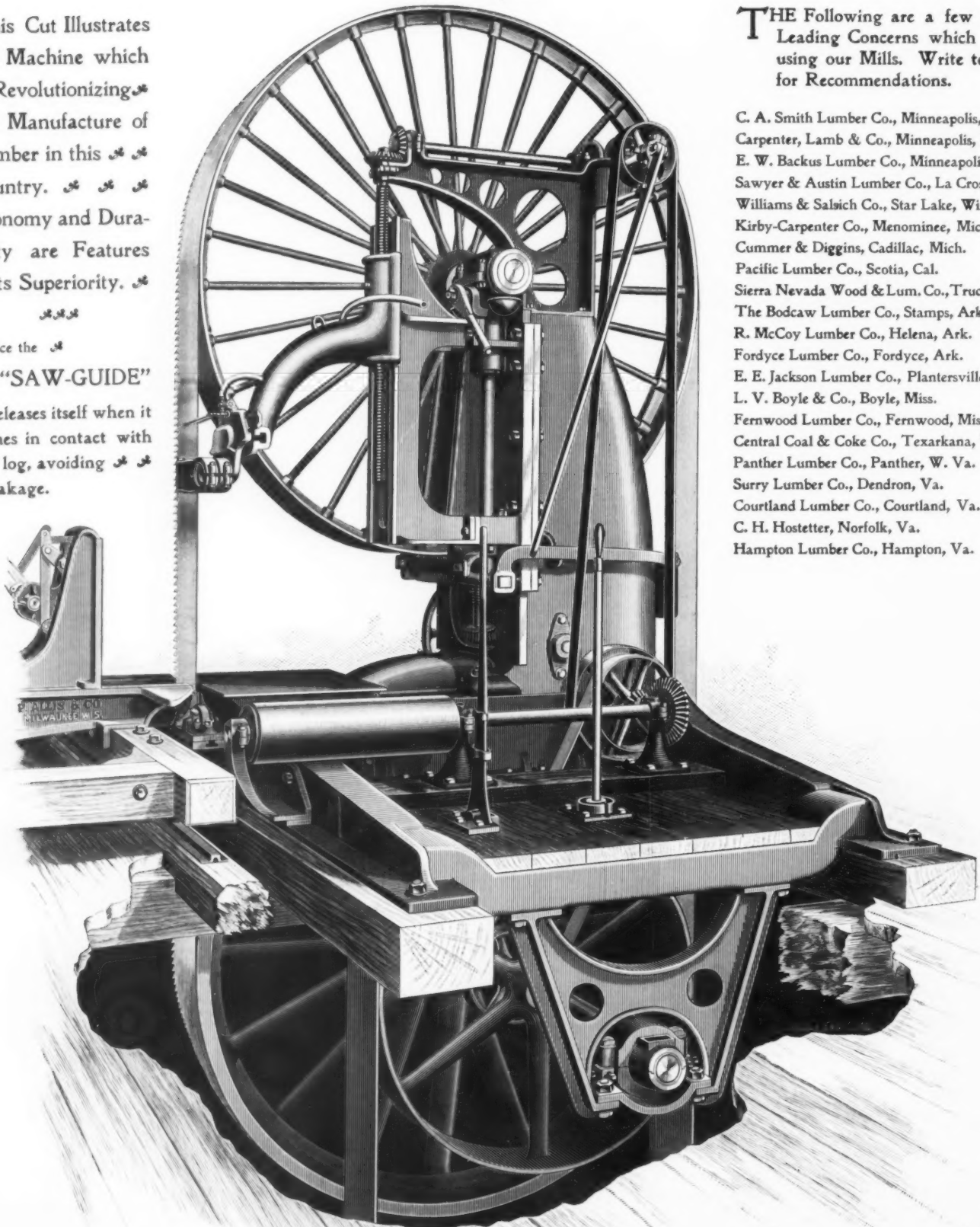


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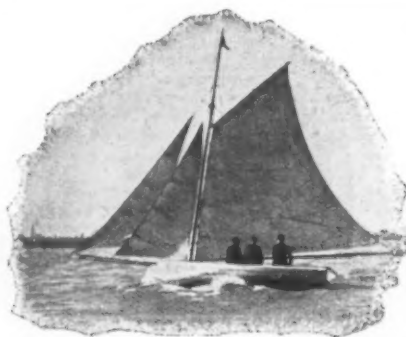
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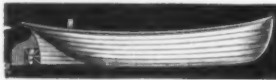
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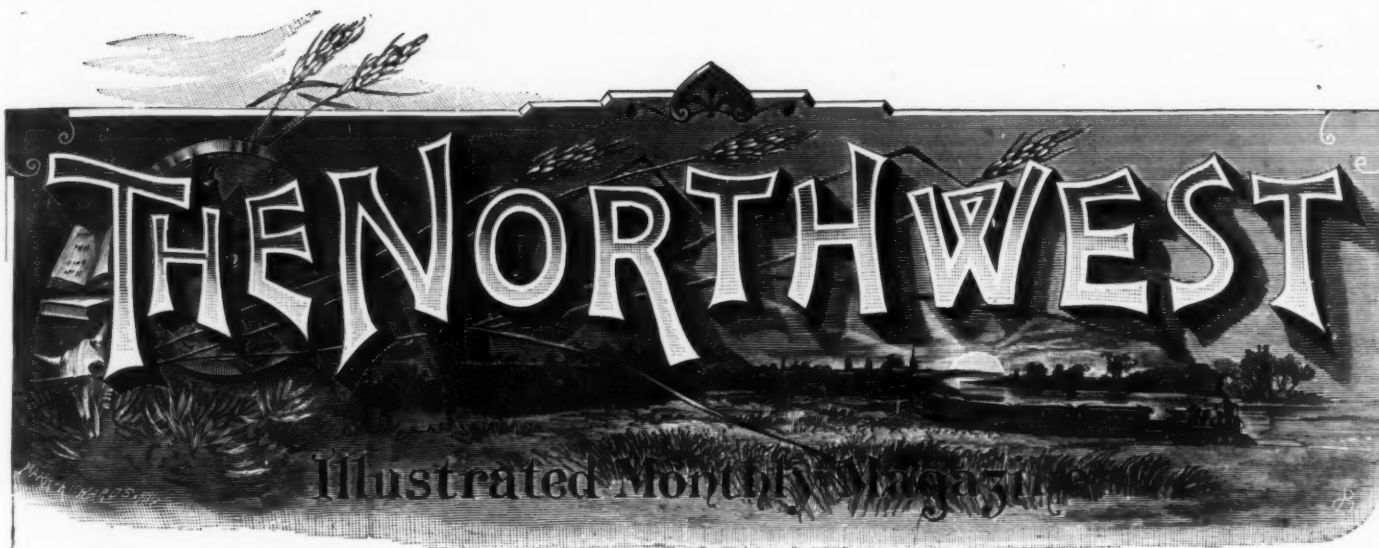
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VOL. XV.—No. 9.

ST. PAUL, SEPTEMBER, 1897.

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\$2.00 PER YEAR IN ADVANCE.

THE ARCHIPELAGO DE HARO:

OR,

THE SAN JUAN ISLANDS.

Not only should one be an artist, but also geographer, historian, naturalist and geologist to be able to give some adequate notions of the fascinating features of the noble group of islands called the Archipelago de Haro. Although but little known to the traveling public, the region is well worth studious attention.

The nomenclature strikes the ear at first as unusual in the Northwest, amidst native Indian, English and American, by its array of Spanish names. When England, France, Spain and the United States vied with each other in seeking the unknown and undiscovered, the nation that equipped a Columbus was first at the goal, and today the people of the Northwest speak glibly the names of the daring and successful Spanish navigators, in Canal de Haro, Lopez, Camano, Guemes and Fidalgo (islands), Rosario Strait and San Juan Channel.

One hundred and seven years ago, on the twenty-first of May, 1790, Alferes Manuel Quimper was sent southward from the Spanish headquarters at Nootka to examine the Strait of Juan de Fuca, of which but meager knowledge had been obtained. So well did he prosecute the work, that he became the discoverer of the archipelago and its surrounding seas. The northern channel he named—for his pilot, Gonzalo Lopez de Haro—the Canal de Lopez de Haro, abbreviated and retained to this day.

Elisa and Quimper appear to have named the principal islands, but the names have been shifted about and differently applied by their successors.

Approximately, in the order of their comparative size, the islands are as follows:

Orcas, San Juan, Fidalgo, Lopez, Lummi,—an Indian name; Guemes, Cypress, Blakely, Shaw, Waldron, Decatur, Stuart, and Center. The Sucia group and many smaller islands are interspersed with these, the whole constituting San Juan County of the State of Washington and containing two hundred and eighty square miles. The county was established in 1873.

The story of the Anglo-American dispute concerning the possession of the San Juan

Islands is doubtless familiar to many readers. It was decided after many years of controversy, which, in 1859, threatened a collision between England and America. The treaty of 1846 was construed in opposite ways, to recapitulate very briefly, by the representatives of the two governments. England evidently considered the islands valuable as strategic points, or desired to gratify her well-known penchant for acquiring territory. It was urged by the English that the boundary line between the United States and the British domain should follow the Strait of Rosario, assuming it to be the dividing channel between Vancouver Island and the mainland; while the Americans endeavored to convince them that the Canal de Haro, on account of its greater depth, is the true division. As soundings in mid-channel show a depth three times as great in the latter, it is obvious that the Americans were right.

Emperor William, to whom the question was referred as arbitrator, decided in accordance with this fact, the American possession was effected in 1872, and these gems of the sun-down seas are our proud inheritance.

A noted incident of the dispute was the shooting of a British hog which trespassed on an American garden in San Juan Island, by Lyman A. Cutler, in April of 1859. He was ordered to pay one hundred dollars or be taken to Victoria for trial, but he refused to submit to either requirement. Both English and Americans claimed jurisdiction; consequently, this and other difficulties remained unsettled. If this British hog was at all like the persistently destructive American porcine animal of early days, equally earnest in uprooting tender vegetation, digging clams on the beach or dining off a dead Indian, we cannot blame Mr. Cutler very much, especially as vegetable gardens were precious in pioneer days. The killing of the pig, however, marked the limit of endurance and a little war-cloud arose, which was finally dispelled without more than harmless bluster.*

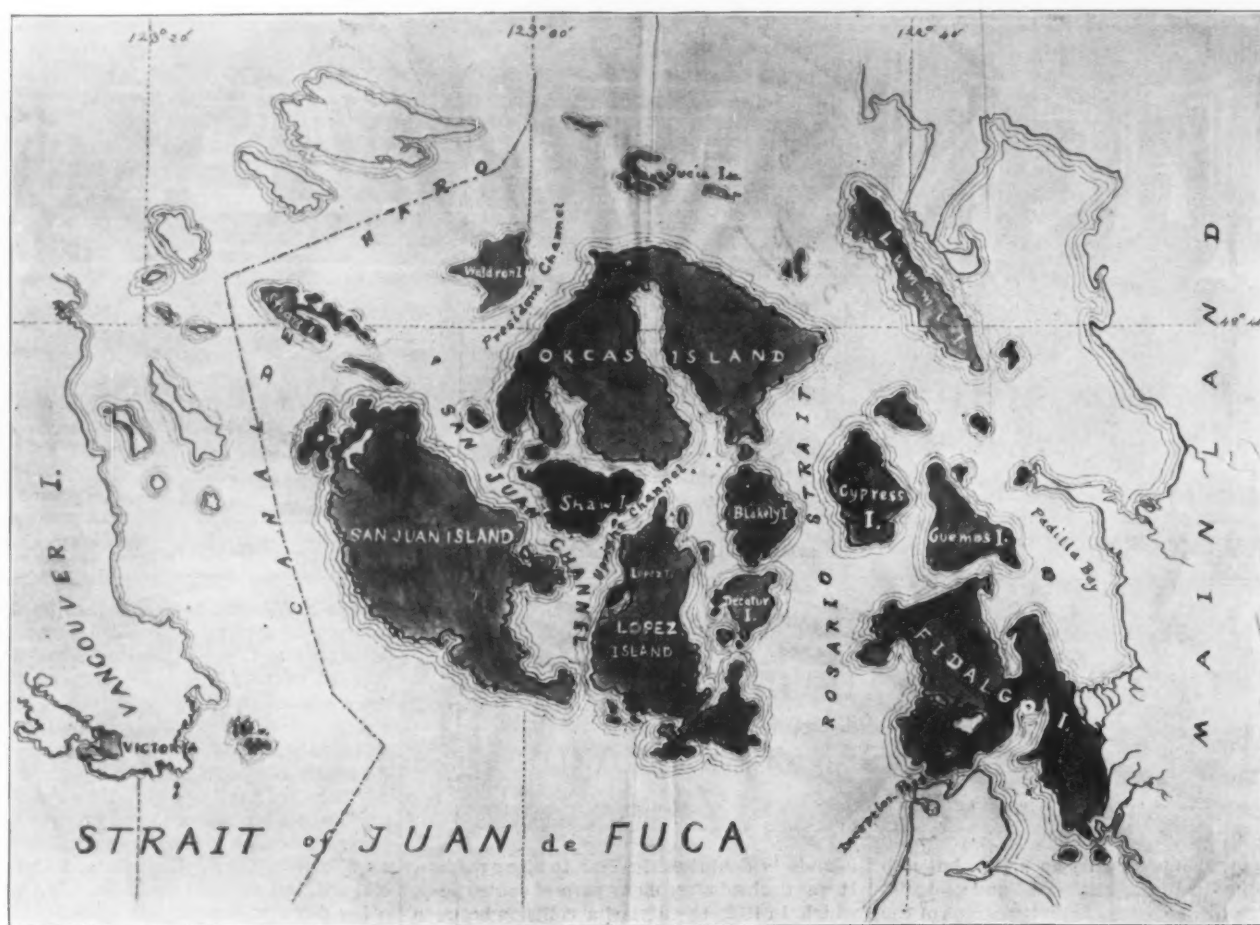
As one contemplates the beautiful seas that surround these half-sunken mountains (for their precipitous shores do thus appear) a marine pageant arises, evolved from the mists

*A very full and interesting account of the San Juan controversy and its adjustment is found in Bancroft's Works, Vol. XXXII.



DECEPTION PASS, IN ARCHIPELAGO DE HARO.

"Most dreaded of all by steamboat men."



MAP OF THE ARCHIPELAGO DE HARO AND THE SAN JUAN ISLANDS.

"Ownership of these islands was decided after years of controversy, which at one time threatened a collision between England and America."

of the past, and glides before the mental vision. One sees the eighteenth-century ships of the eager-eyed Spanish explorers; the swift, long, dark canoes of native races, filled with blood-thirsty warriors or peaceable fishermen; the clumsy English and American vessels of "ye olden time;" the sloops, skiffs, schooners or other craft of bold hunters, wily smugglers, hopeful gold-seekers, settlers, traders and trappers. A motley crowd their skippers be—of many types and nationalities.

In the midst of the Archipelago de Haro the channels are deep and winding, sometimes narrow, and the crowded currents rush to and fro with great force and fury. Deception Pass is perhaps the most dreaded of all by steamboat men, unless the tide serve just right, although the aspect of San Juan Channel is occasionally rather forbidding. Care must be exercised in still weather, and when storms arise the charms of *terra firma* are greatly enhanced. There are rocks on every hand, and whirlpools and powerful currents swirl madly through their outlets to the Strait of Juan de Fuca. The island folk, both white and red, fear these turbulent waters, and well for them that such is the case! In San Juan Channel twenty-seven Indians, in three canoes, were overturned and drowned at one time. It was supposed that they had come down from the far North, and, being unacquainted with the waters, had attempted to travel the channel at the wrong stage of the tide. Yet, with skill and caution, much pleasure may be had in sojourning among these wave-guarded, rock-bound, evergreen isles of the inland sea.

The tourist, on his way to or from Alaska, sometimes beholds them in the empurpled distance; but perchance the fog floating in from

the Pacific, or the smoke from mountain forest fires, hang like impenetrable veils over the landscape. To see "The Islands"—as all Puget Sounders designate them—from the deck of a steamer is enchanting, but there is no need to borrow charm from distance. To sail in and out of the tortuous channels between cliffs that are studded with moss-wreathed madronas and gnarly yew-trees, ancient and gray-bearded, and crowned with twisted, one-sided, ragged old Douglas firs, wind-writhed for ages past, affords a keen and ever-increasing delight.

"If," as John Muir says, "The Stikine River might yield furniture for a dozen Yosemite," the Archipelago de Haro would afford—I will be very moderate—a hundred Montereys. The whole region is rich in noble picturesqueness. In storm or in calm, whether wind and wave clamor wildly against each other as they fiercely beset the rocky shores, or the great full moon gaze on its bland reflection in silent shadows of tall, creamy cliffs banded with dark forest, or morning smile on a scarcely rippling, silver flood, strength and beauty breath here from every feature of the world around. Brilliant sunsets of flaming dyes, perhaps softened by films of smoke, follow each other on succeeding nights. Occasionally a storm passes over, adding the grandeur of contending elements to scenes already bold and striking under the more usual aspects. Fantastically carved are the rocky cliffs, fashioned now and then into the semblance of humanity. An accompanying sketch shows one which, in nature, is a fine, colossal head of the immortal George Washington, ever watching the waves that run to and from the farther Pacific. It was pointed out to us by the inhabitants, who are very proud of their grand old sentinel. Another is a head-

land known as "Nigger Head," a perfect likeness of the African type, with wide nostrils and thick, protruding lips.

The trees on these islands do not attain the height and symmetry of the great forest of the mainland of Western Washington, but such arborescent weirdness I have seen nowhere else. Pencil cedar, yew, balsam, fir, and wild gooseberry bushes, creep up the face of the cliffs and seem to be clinging "for dear life," their foliage all on the windward side, as if trying to keep warm, and so distorted and transformed as to be at first unrecognizable. In thousands of clefts in the rocks grows the beautiful madrona, as most Western people name the *arbutus menziesii*. A fairy-like white moss hangs in long, graceful streamers from every bough, draping whole trees, and every shrub beneath. Chief among the flowers is the beautiful northern orchid, *Calypso borealis*. The vegetation is generally similar to that of the mainland; plummy pines adorn the heights, and mammoth ferns, velvet mosses and rank shrubbery beautify the glades.

The adjacent waters teem with marine life. Huge snake-lock anemones, scarlet and straw-colored, or deep, blood-red; delicate, translucent prawns; beautiful golden-yellow sea-slugs (*doris*), and the dainty *dendronotus*, I saw at low tide on Blakely Island, waving their tentacles in the transparent depths. Myriads of jelly-fish of the medusa variety, *Echinodermata*, starfish of many sizes and kinds, with their innumerable congeners, inhabit the bays and inlets. Fine food fish, of which rock-cod is a favorite, may be taken readily by the angler. The great Puget Sound clams, which weigh on an average three-fourths of a pound each, abound to such an extent in certain localities that the noise of the ejection of salt-water



THE ROCK FACE, "GEORGE WASHINGTON," OVERLOOKING THE STRAIT OF FUCA FROM LOPEZ ISLAND.

"Ever watching the waves that run to and fro from the farther Pacific."

through their siphons is heard at a considerable distance. Happy are the campers who tarry in such a spot! Fried a delicate brown, these generous bivalves resemble both spring-chicken and crab, the latter flavor accounted for by the fact that the epicurean clam dines sumptuously every day on young, tender, soft-shelled crabs.

While camping on Lopez Island, the "painter feller" was invited one evening to go down to the beach to see a fish whose portrait was worth painting. A glittering specimen of the finny tribe, all gold, silver, scarlet and orange, like the hues of dying day, lay on a bed of green seaweed—a most vivid bit of coloring. Fish of brilliant color are not common in Northern waters, but sports of the rock-cod, like the one herein described, are sometimes taken in the Strait of Fuca. It is surmised that the octopus, even as he is in Hugo's "Toilers of the Sea," lurks in the deeps almost anywhere among the islands of the Archipelago de Haro. Not farther away than Vancouver, just across the Canal de Haro, an Indian woman was attacked by one of these monsters while she was bathing. Whether a bather tempt the greedy octopus or not, one experience in plunging beneath the icy waves that wash these shores is quite enough. It is so searchingly, frigidly, intensely cold, that it must furnish at least one powerful inducement to the inhabitants to remain ashore.

No large or formidable animals inhabit the San Juan Islands—neither bear, panther, nor mountain goat; and there are but few snakes or other reptiles. Some fur-bearing animals abound, especially the mink. One serene summer day I sat sketching near the brink of a high bank on Blakely Island. A slight noise

attracted my attention and I looked up to see a furry flash go down a long, smooth, brown earth-slide to the water below. It was a "mink-slide," and the lithe, graceful creatures were having the sport of schoolboys sliding downhill in winter time. I have seen seals playing on the slope of a great, green roller of the Pacific in the same spirit of enjoyment.

An attractive field for the geologist exists here; the *Sucia* group are known to be rich in fossil remains of extinct monsters. More interesting to me, however, are the abundant relics of but recently departed Indian races. Extensive accumulations of roasted pecten, clam and oyster-shells mark the sites of their old camps or villages. These deposits appear in continuous beds along the banks on the south side of Lopez Island, covered by several inches of soil. Stone implements, axes, spears, mortars, pestles, anchors, etc., are frequently ploughed up in the fields. The long sandspit in the middle distance of one of the accompanying illustrations has yielded a number of weapons, it having been the scene of a great battle that was fought by opposing native forces many years ago.

The present occupants are whites and half-breeds. The children of whites and Indians have been legitimized by an act of the State Legislature, for which all who desire to see justice done are truly glad. By this means they cannot be defrauded of their inheritance in their fathers' estates. These children are often bright and ambitious, and they take readily to the ways of the whites. Their hospitality is generous, as many a hunter and traveler can testify. Deer have been very plentiful on the islands, and hunters who

crossed rough water in small craft were often glad to drag their stiffened limbs and drenched clothing to the door of an islander's home, where they were kindly received, warmed, fed and housed until they could proceed on their journey. At one time I was camped with a large party on Decatur Island, near the home of the Reed family. The father was a German and the mother was an Indian woman from the far North—industrious, neat, and devoted to her children. The daughters were handsome, vigorous and talented, able to carry on the farm and ambitious to sew, play the organ and draw like, or perhaps better than, many white girls, and the sons are intelligent and enterprising. All speak German, English and native Indian in soft, musical voices. Their physical strength and activity were the wonder and admiration of the white visitors. Their father died quite suddenly while on a trip to Alaska, and of him one daughter wrote, pathetically:

"Decatur is no more like home to me since dear father was taken from us forever."

For many years the island people lived in seclusion, patiently cultivating their farms, until they now begin to yield them profit. The fruits grown on Orcas and San Juan islands were of the finest exhibited at the World's Fair in Chicago. The specimens were first shown at an exposition in Tacoma, Washington, and a globe-trotter was overheard describing them to a friend as excelling anything she had ever seen. A marvelous cluster of plums had provoked investigation, and she confessed to having closely examined them to see if they were tied on the branches, but was entirely satisfied that they had all grown on the stem. The prunes of San Juan have already acquired

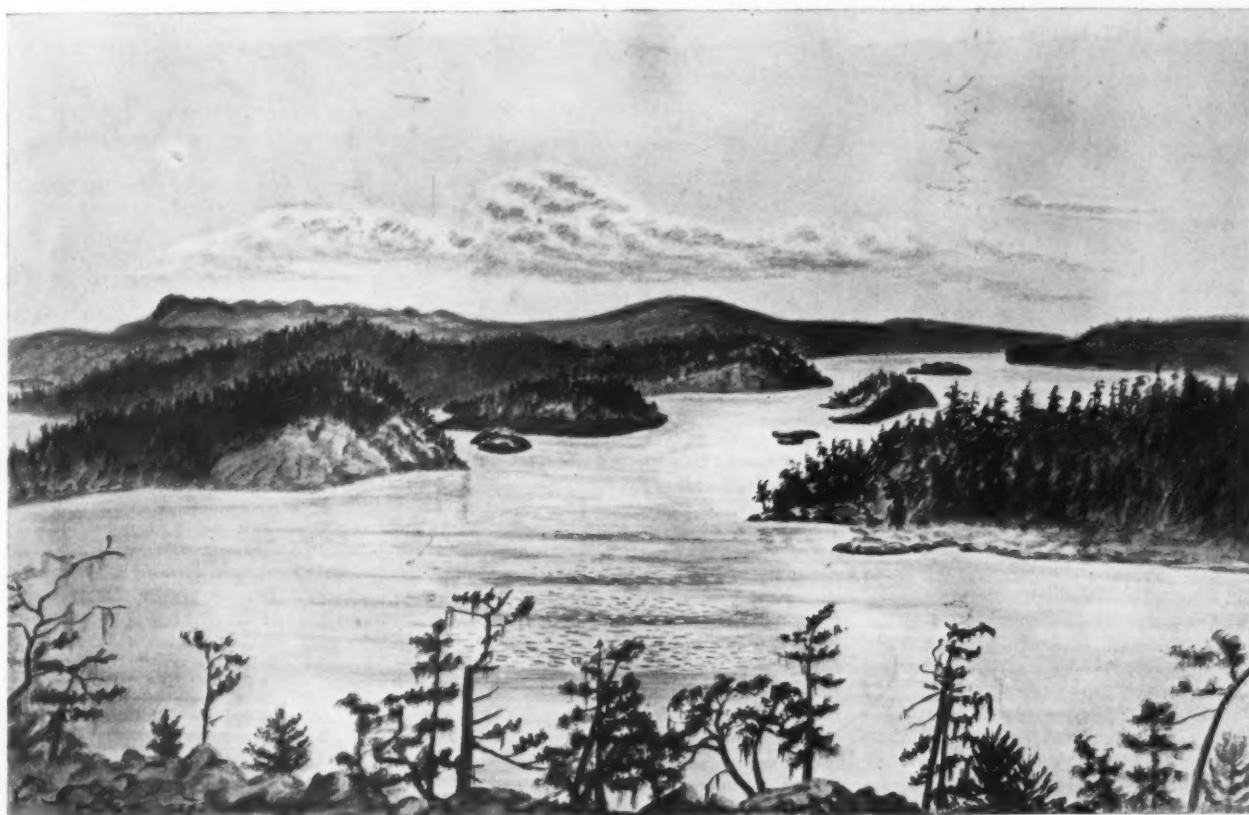
fame, both at home and abroad. The local trade of Puget Sound is partially supplied by the island fruit-farms, and car-loads of some kinds go to Eastern markets. The stone quarries of Sucia and the lime-works of San Juan yield their owners princely revenues. The Government dry-dock at Port Orchard is built of blue sandstone from Sucia. All the industries of the Northwest are in their infancy, yet a future of giant growth awaits them.

It is not unlikely that those who sail the tumultuous seas surrounding the Archipelago de Haro will meet with exciting adventures and hairbreadth escapes, such as I have seen personally. While camped at Davis Bay on the south side of Lopez, in 1885, with a party of eleven, we boarded our sloop on a bright summer day to sail out in the Strait of Fuca to Davis Island. We found it a charming, though lonely spot. In a time long past some one had braved the solitude, as the blackened fragments of a cabin testified. We wandered about on

ing a smart clinker-built boat propelled by a white oarsman. It soon appeared that a smuggler of Chinese had brought in his cargo out of sight of a probable revenue cutter in the offing. He pretended to have rescued them from a perilous position. It is likely that they had paid him twenty to fifty dollars each to bring them over from British Columbia.

Abandoning this camp we prepared, one morning, to double the southeast extremity of Lopez Island and sail through Lopez Sound to Decatur Island. It was quite foggy, but the coast was visible at a short distance. In shore not a breath touched the sail, and, wearying of the "white ash breeze," the sloop was steered out to catch a better one. Not a ripple stirred the waste of waters, and the fog closed around—an impenetrable, gray gloom. Everywhere appeared a deceptive shade of the shore, for which we looked so anxiously. We were lost! The guide, much alarmed, snatched up his gun and fired it, barely catching the faint-returning

East Sound and Orcas Island, where loomed dark-blue Mount Constitution; between high, broken, rocky cliffs adorned with dark madronas; through the swirling whirlpools of Upright Channel, safely on until the mouth of San Juan Channel was reached. There rough wind and leaping waves swept our boat like a bubble toward Shaw Island, just grazing a rock, and instantly back again to grind a moment on a Lopez beach. Barely recovering control of our craft in time to prevent a complete wreck, we began a lengthy and trying voyage, tacking back and forth in the face of successive black squalls, the passengers' feet in several inches of water, and the occupants of the bow drenched with the briny waves. It was with a large sense of relief that the landing was finally reached. On another and darker day our bonny boat came to real grief. Her owners had exchanged her for a landsman's craft, namely, a horse, and her new owner sought to sail successfully the seething seas. On the first voyage,



LOPEZ SOUND FROM THE HEIGHTS OF DECATUR ISLAND.

"We felt our way along Lopez Sound to Decatur, the home of the Reed family."

the shores, gathering shells for a brief space, when several persons who had crossed the island to seaward came hurrying back calling, "To the boat, quick!" We fairly tumbled on board, and in a few seconds we were steering for Nigger Head, completely enveloped in fog. The breeze was just right; the long swells moved lazily landward; our pilot knew the waters well; but we breathed much freer when safely on shore. To have missed our way in those desolate waters without food or warmth, and "not a drop to drink," was a thing we could not endure to contemplate.

While we tarried in the lee of Nigger Head a unique experience befell the camp. A stranger from the farther shore of the Pacific was brought in, weak and ill, from far out on a barren islet called Dead Man's Rock. He seemed to have been abandoned on that lonely spot, even left to die. The same day a boatload of his countrymen, the same being from the Flowery Kingdom, came gliding in occupy-

ing, and then pulled with might and main toward the answering shore. In sight of land, a dispute arose as to our whereabouts, some thinking that we had drifted back on our course; but all were fully reassured when the fog-wreaths, parting, revealed the angle of a precipice called McDonald's Head, around which we cautiously crept into Rosario Strait. All that long, still day we hugged the shore of Lopez Island, felt our way along Lopez Sound to Decatur, and at 9 o'clock P. M., still in the fog, went into camp.

On Blakely Island our tent stood on a narrow, shelving beach of black, green and brown beanlike pebbles, capable of high polish. A storm visited us, and the tide rose within three inches of our frail habitation. The same year a tidal wave swept the shores of the Archipelago de Haro, apparently a faint echo of the great Javan inundation which followed the subsidence of Krakatoa.

On the fog-end of the storm we sailed back to the steamboat landing on Lopez. Out past

the sloop became a total wreck and her skipper barely saved his life by riding a piece of the little skiff, which he had in tow, over the foaming billows to the beach.

Three times have I camped, cruised and sketched among the beautiful isles of the Archipelago de Haro, and, oh, the delight of it all! There were the sparkling, emerald, foam-crested waves, the free, sweet winds, the changing sky, the enchanting shores—and what were the dangers when compared with the pleasures? Let no one think that nature wears a perpetual frown in this domain, for very many days of calm delight we knew, when the seas lay sleeping in the bright sunlight until mid-afternoon, at which time a sudden wind awoke the waves to play, then calmed at twilight, and we saw

"The sun fall down upon the farther sea,
Fall wearied down to rest and so retire.
A splendid, sinking isle of far-off fading fire."

E. I. DENNY.



A Pretty Town in Southeastern Washington.

Situated on the north side of the Blue Mountain slope in Southeastern Washington is the picturesque town of Dayton. It is an important shipping point, being located on the Oregon Railroad & Navigation Company's line and the Washington and Columbia River Railroad, of which it is the terminus. Dayton is the center of a rich agricultural region and is well supported by the products of the immediate territory. An abundance of wheat is grown in the neighborhood, and the fact that this district is rich in the cultivation of the foremost cereal has made the town an exporting center of inconsiderable magnitude. The country on the north slope of the Blue Mountains is noted for its fertile soil, which has induced large numbers of farmers to engage in fruit-raising, an industry in which they have met with singular success.

According to a Dayton horticulturist, well-known in that portion of the State as a fruit specialist, all the different varieties of fruit known to grow in other portions of the State possessing suitable climatic and soil conditions, are being successfully raised near Dayton. This fruit is being shipped in large consignments to Eastern and Western markets.

The town of Dayton skirts a swift-running and most charming creek, and it has many natural advantages not found in larger and more important cities. From a business standpoint the town is surprisingly active, supporting two first-class banks, both doing a large business, and two busy flour-mills and a large brewery. Dayton's principal business street is lined with buildings of modern architecture and occupied by concerns of prosperous appearance, whose counters are laden with up-to-date stocks. There is a good city water and light system, and in the public schools nothing is lacking to give the children a thorough common-school education. Hygienically, Dayton possesses divers attractions for those seeking a mild, equable temperature and similar advantages. The surrounding country constitutes a superior range for cattle and sheep, and large herds graze near the town, the luxuriant and extremely nourishing grass attracting cattlemen from a long distance. It is only reasonable, therefore, to suppose that Dayton ships a good many cattle and sheep to Eastern points. Hog-raising has been carried on successfully in this vicinity. All in all, this charming little town is the heart of a most prepossessing and bountiful country.

V. H. S.

A New Wisconsin Industry.

Janesville, Wis., has a new industry that is providing hundreds of men, women and children with employment. It is the collection of clam-shells from the bed of Rock River. A few days ago a representative of a New York firm that manufactures pearl buttons came to the city, and, learning that the river contained many clam-shells, appointed a receiving agent with instructions to secure 400 tons if possible, stating that if that amount could be obtained a factory would be started there. Two young

men started, a few days ago, to rake the river for clams. They were quite successful. The next day the river was black with boats, and thousands of pounds of shells are now being fished up daily. Between Janesville and Afton, a point five miles down the river, there are at least fifty camps of fishing parties. They have their cooks and tents and live near their work. The clams are put into boats, then taken to shore and placed in a kettle of boiling water, which causes them to open. The meat is scraped out and the shells assorted. Only the white ones are marketable. They are then placed in racks and hauled to the warehouse, where they are sampled and the weight taken. The hunters get one cent a pound for the shells. About 100 tons have been secured. There are millions of them in the river, and the supply will not diminish for a long time. Large quantities of shells have been brought from Broadhead, Albany and Shirland, Ill. The clam-beds are practically inexhaustible, and it will be no trouble to secure 400 tons. The shell harvest has been a blessing to a great many people. Without the investment of a single cent they have been able to make from \$2 to \$12 a day. The water is only knee-deep, so that it is no trouble to gather them, and one man can boil them out as fast as three men can collect them. Broadhead is anxious to be the receiving point, and offers a warehouse free. There is said to be a steady stream of wagons to the warehouse, and the new enterprise beats the tobacco business even when it was in its palmiest days.

A Good State.

No State is a paradise. There are drawbacks to every country. To claim a paradise for any region is folly, and North Dakota has her share of disadvantages as well as other States. But her advantages for the poor man, for the farmer, and for the stock-grower, says the Lisbon (N. D.) *Free Press*, more than offset the other objections. Nowhere in the United States is there so fertile a soil adapted for farm and stock purposes. Farms in Ransom County that have been cropped for twelve years or more without rest and without fertilizers, last year produced the largest crop of their history. This shows the immense fertility and strength of the soil. North Dakota barley has become a standard crop because of its hardness and brightness, and is especially adapted to the manufacture of pearl barley. Herd laws pre-

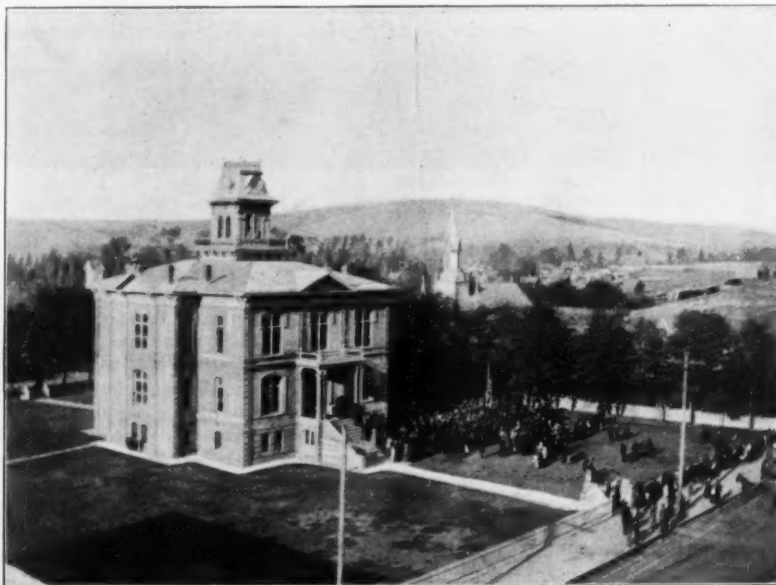
vent the expense of fencing, and few farms are fenced except around the house and barn. There can be no doubt that this is an excellent country for mutton. Sheep will fatten on the grass alone, and with a little feed through the winter can be made to bring the highest price in the market in the early spring. The garden products of this State cannot be excelled. In addition to raspberries, strawberries and other garden fruit, the list of vegetables is long and their yield enormous. There are celery, onions, potatoes, cabbage, turnips, beets, rutabagas, carrots, etc.

Wonders of Lake Shipping.

What a competitor the Sault Canal is to the railroads of the West, *Seaboard* says, can be gathered from the statement that last year it passed 16,231,061 tons of freight, that \$13,511,000 was paid to the carriers, and that the cost of transportation of all classes of merchandise was only .99 mill a ton a mile, about one-fifth of the rate charged on the most economically managed railroads of the country on long-distance traffic.

In 1895 the total value of all freight passing into and out of Lake Superior amounted to \$159,557,129, but last year, though the average value of commodities was reduced about fourteen per cent, the total value was raised \$36,000,000. Had the values of 1895 prevailed in 1896 there would have been more than \$230,000,000 worth of products sent through the canals at the eastern end of Lake Superior. In the life of the canals, never, prior to 1884, did the business of a full year equal that of single months of 1896. It took twenty-five years for the total freight to equal that of the past season. Ten years ago it cost 2.30 mills for freight a ton a mile, and the rate has steadily decreased since then. At that time the value of the vessels passing the canal in a year was about \$19,700,000, while last year it was \$45,140,000. Ten years ago seven per cent of the business into and out of Lake Superior was done in Canadian and British bottoms, but in 1896 they carried only four per cent. Ninety-six per cent of this vast commerce was carried in ships that floated the American flag.

Last year one steam vessel, the *Queen City*, owned at Duluth, carried the largest steamship cargo through the canal, amounting to 5,376 tons, but was beaten by the barge *Aurania* with 5,850 tons. The largest cargo in the preceding year was 4,294 tons, carried on the steamship



THE COURT-HOUSE AT DAYTON, WASH.

Penobscot. Showing the continual growth in size of cargoes carried, it is interesting to note that already this year the Queen City has broken her record of last year by 174 tons, beating the biggest cargo of two years back by not less than 1,256 tons. Three years ago the first of the 4,000-ton ships came out, and was a rarity for a year; but in 1896 there were thirty-two steel ships that carried more than 4,000 tons to a load, and no fewer than eleven that carried more than 5,000 tons, averaging 5,250 at a cargo.

Irrigation on the Yakima River, Washington.

We are indebted to Mr. J. A. Simms of Wallula, Wash., for the accompanying illustration of a water-wheel which is used regularly to irrigate the premises owned by Benjamin Rosencrance near Pasco, Franklin County,

that the actual cost of keeping the wheel in operation during the past three years has been \$41. The wheel is constructed of the lightest Washington fir. The shaft is sixteen inches square and has five-inch steel gudgeons, three feet long, working upon hardwood bearings and lubricated with water. The two piers upon which the wheel stands are thirteen feet high, eight feet wide, thirty-two feet long, and sharp at both ends. A wing-dam 125 feet long is built out in the river and affords sufficient current during the low-water periods—at which times the wheel lifts the water thirty feet.

A State of Multifarious Resources.

A suggestion of Washington's diversified climate is conveyed in the United States Weather Bureau bulletin for March. From

which impart to the State its peculiar scenic charm, fine climate and multifarious resources. Here, life and action are freed from the monotony which falls upon other States and sections. Here the poorest invalid may have a reinvigorating change of climate, the restorative prescription which the physician advises when all drugs have failed.

Twenty years ago the Territory produced a little wheat, sold considerable lumber, and canned some salmon. These, with a scattered stock industry east of the Cascade Mountains, comprised the substantial resources of the people. Spokane and Tacoma had no place upon the map. Walla Walla was the largest town in the Territory. Seattle was a sleepy little lumbering and trading point of less than 2,000 people. The "railroad system" was limited to



A THIRTY-THREE-FOOT WATER-WHEEL IN USE NEAR PASCO, FRANKLIN COUNTY, IN SOUTHEASTERN WASHINGTON.

in Southeastern Washington. The wheel is on the north bank of the Yakima River and one and one-half miles above its junction with the Columbia River. It has been in operation three years. The original cost was about \$1,000. This wheel irrigates nearly or quite 500 acres, upon which are bearing orchards and fine meadow lands. It is sixteen feet wide and thirty-three feet high. The paddles are two feet wide, nearly four feet apart, and twenty-four in number. Each paddle carries two buckets of water, and each bucket holds twenty gallons of water.

The current that drives this wheel has an average velocity of about six miles per hour, emptying the buckets every twenty seconds. Mr. Rosencrance informed our correspondent

this bulletin it is learned that the greatest precipitation of rain or snow during the month was recorded at the Cascade Tunnel, on the line of the Northern Pacific Railway. At that point, says the *Spokane Spokesman-Review*, there was a precipitation equivalent to 13.90 inches of rain. From the same bulletin it is learned that the least precipitation in March was at Ellensburg, where the records showed but fifteen-hundredths of an inch. That is to say, the precipitation at Cascade Tunnel was nearly ninety-three times as great as that at Ellensburg. On an air line, these points are only about thirty-five miles apart!

It is this diversity of climate and the attendant range of dense forest and sunny plain, of sea-level meadows and lofty mountain peaks,

a primitive line from Walla Walla down to the Columbia River.

But the conviction came slowly that there was wealth in the diversified climate and resources of the Territory. Some coal mines were opened, and San Francisco and Portland bought extensively of their product. Orchards were planted and the fruit industry began to take on proportions. The discovery was made that the billowy hills of the Palouse Country could be made to yield remarkable crops of wheat and other cereals, and that the "desert lands" of Central Washington, when placed under irrigation, could produce sub-tropical fruits. The hop industry gained a foothold in Western Washington, and quartz-mining for the precious metals disclosed the fact that nature had

placed here many of her treasure-vaults of gold and silver. Around these resources spread a land of surpassing beauty and delightful climate. Immigration and capital came into the Territory, railroads were built, steamer lines were enlarged, and towns were converted into cities.

This marvelous growth was checked by the panic of 1893 and subsequent financial and general depression, but the State has come through the severe ordeal with surprising vigor. Now it is entering upon a second period of expansion and wealth creation.

Better than Mining.

Behind all the excitement created by the fever for gold there is a much more substantial prospect of advantage to the State of Washington in the wonderful reports upon the crops. The State of Washington will stand out with almost dazzling attractions as a home for the farmer before the wheat now ripening shall have passed into the hands of the consumer.

A harvest of forty bushels to the acre, with wheat at ninety cents or more per bushel in the Chicago market, is enough to make any farmer in the country hasten to this agricultural bonanza.

Not only is the supply so prolific in this State that prosperity would come to the farmer even at the prices of last year; the crops everywhere else than in this country are falling short, and while ninety cents allows a good margin of profit, we may yet see again the day of dollar wheat. The Australian crop has been so injured by drouth as to make necessary again large importations from California. The wheat crop will be below the average in Great Britain, France and Austria-Hungary. The weather during June was unfavorable in Russia, parts of Germany and Italy. We know also that there is much uncertainty as to the outlook in Argentina. Last year the wheat crop of Washington was between 8,000,000 and 9,000,000 bushels, when the price received by the farmers was fifty cents. If it were no larger than this the advance in price would be a great benefit, but it is said that there are between 15,000,000 and 20,000,000 bushels to be harvested. So far the weather has been most favorable. A moist winter was followed by a gradual spring and fine warm rains, just when the crops most needed them. Following this is ripening sunshine, and although there is also danger until the crop is harvested, the worst seasons of the year have passed and nothing short of an entire reversal of the usual conditions in this State for the remainder of the season can seriously damage the crops.

This condition does not, of course, compare with those exceptional advantages in a mining country to those who in a few months can clear \$50,000; but it is of greater general advantage, because a number so much larger participates in it. When the farmer prospers the whole State prospers. Nevertheless, prudence is as much needed now as when crops are short. There is an excitement and inflation which may serve to make men lose their balance. The wise farmer will keep as watchful an eye as ever on his expenses until the proceeds of his harvesting are safely in his pocket, and then he must be careful not to overdo the sowing next year, because it may then be a bountiful year for the remainder of the world and prices may fall again.

For this year the indications are most gratifying, and unless some most untoward condition arises this will be a pleasant fall and winter for the Washington farmer. He has deserved it, for prior to last year he had suffered several seasons of discouragement.—*Seattle Post-Intelligencer*.

Great Harvests in Pacific Coast States.

Glad voices are heard throughout all the Pacific Coast region this summer. The crop yield in Washington is surpassing all expectations. Wheat runs from thirty-five to forty-five and even fifty-five bushels per acre. The total output of wheat for Washington is variously estimated, ranging from 20,000,000 to 40,000,000 bushels. It would seem almost safe to put it between 20,000,000 and 30,000,000 bushels. The fruit-crop is also very fair and the shipments in excess of those for 1896. From every section of the State come words of good cheer and outcries of prosperity.

Reports from Oregon are equally encouraging. There will be a great crop of wheat and a wonderful yield of fruits. It is estimated that about 1,000 carloads of Oregon fruit will be shipped to Eastern markets this season. This will include prunes, peaches, etc. There is a good crop of hops in both Oregon and Washington, for which fair values are sure to be realized. Oregon will have about 80,000 bales of hops, while Eastern Washington will harvest about 12,000 bales and Western Washington an estimated 8,000 bales.

These great harvests of grain and fruit, accompanied as they will be by higher prices than have ruled for several years past, will enable Washington, Oregon and Idaho to take long strides toward real prosperity. The millions of money that will be realized from the sales of surplus products will pay up interests, liquidate mortgages, be the basis of present and future improvements and enterprises, attract new settlers and establish strong confidence in all channels of industry and commerce.

Money in Fishing and Canning.

The enthusiastic Whatcom (Wash.) *News* says that the fishing and canning business is assuming Klondyke proportions in Whatcom County. "There are more fish being caught and packed for market in this county than in the remainder of the Puget Sound Country. On Wednesday of a recent week the total catch here was over 300,000 salmon, worth ten cents each—\$30,000. The Alaska Packing Association, operating in the northwestern part of the county, took 6,000 sockeye salmon on Wednesday and 50,000 the day before, and Young and Williams took 15,000 on Friday and 18,000 the day before. There are at least a thousand men employed in catching and packing fish in Whatcom County. At the Semiahmoo cannery 300 cans are turned out every minute. The estimated pack at Blaine is 250,000 cases, equal to one-half of all the Fraser River canneries. This is for the season's pack only, and it is at present valued at \$1,000,000.

Where Mistakes are Made.

General Freight Agent Moore of the Northern Pacific, who has been making a study of the agricultural conditions of Minnesota and North Dakota, tells the Jamestown (N. D.) *Alert* that farmers are making a great mistake in not raising more feed for live stock. On account of the scarcity of feed, he says, young cattle are constantly shipped out of the State to be fed and fattened for the market elsewhere, which results in great loss to the farmers. In the past fifteen years the total acreage under cultivation in Minnesota increased fifty per cent, but the larger part of this increase was devoted to oats and corn. In view of the fact that the population doubled in that time, the increase is not what it should have been, but it is gratifying to see that oats and corn made such gains. But now that wheat is some higher again, there is an increased acreage of that cereal this year, and a disposition to still further neglect the fattening of stock for market.

In the past sixty days the Northern Pacific

has hauled 15,000 head of young cattle out of Minnesota. The average price was \$15—a total to the farmers of \$225,000; whereas, if they had fattened those 15,000 head for the market they would have received \$750,000 for them.

As showing the difference in the price of stock where there is feed and where there is none, Mr. Moore quotes a stock buyer from Southern Minnesota, who says that he buys his cattle in the northern counties because he can get them \$10 a head cheaper, because farmers up there don't raise feed. Some farmers have already seen their mistake, and one Red River farmer is putting 600 acres into corn this year.

A Montana Irrigating Ditch.

The Ashley Lake Irrigating Company is at work on what will be the largest irrigation enterprise in Flathead County. The ditch will be about nine miles in length, and will cover about 6,000 acres of land northwest of Kalispel. It is taken from Ashley Creek, near the site of old Flathead City, and runs around the foothills to the northwest. In addition to the nine miles of the main ditch there will be several miles of laterals to get the water to the farms of the stockholders of the company. The work of construction will be pushed through the summer, and the ditch will be ready for use next year. It is being made ten feet wide on the bottom, and will carry about 5,000 inches of water; but it will be so located that the width can be increased to twenty feet, if desired in the future. About a mile and a half of the ditch is now completed, and a number of men and teams are at work extending it. In order to insure a sufficient supply of water in all seasons, the company put in a dam at the outlet of Ashley Lake, which raised the water in the lake some six feet, making it an immense storage reservoir. This will give them an abundant supply of water, even if an extra dry season should run the ordinary flow of the creek so low that the other ditches would require all the natural flow. The stockholders are doing the work themselves, and the actual outlay of money will be comparatively small. The ditch will add a great deal to the value of the farms covered by it, as it will make them independent of the rainfall, and practically insure a good crop every year.—*Stockman and Farmer, Helena, Mont.*

Good Times in Idaho.

The Lewiston (Id.) *Teller* says: "If any one had a doubt that the Nez Perce Reservation was not the equal of the famous Palouse or Potlatch countries, that doubt will be dispelled by this year's crop. The crops on the reservation are excellent and there is every indication that, when under full cultivation, that section of the State will prove the equal of any other. The farmers who have taken claims are very jubilant over the prospects. Every condition of soil and climate seem favorable to their needs.

A Big Barn.

The Little Missouri Horse Company, of Meadville, Pa., has a ranch situated on the Little Missouri River in Billings County, Montana. They have let the contract for building a mammoth barn at Gladstone. The dimensions are 240 feet by 200 feet, and the barn is intended to hold 600 head of horses. The building will take 215,000 feet of lumber, 100,000 shingles and two cars of lime and cement.

The total shipments of iron ore from Duluth, Two Harbors and Superior for the month of June exceeded the total shipments from these points for the corresponding month a year ago by over 226,000 tons. The amount of ore that has been sent forward from these ports this year to July 1, exceeds the amount sent forward in 1896 to the same date by about 175,000 tons.



A Hot Time in the Klondyke.

A piano has just been shipped from Milwaukee to Dawson City, in the Klondyke region, presumably to keep up the spirits of the miners with the sweet strains of "A Hot Time" when the thermometers have one of their usual 60° below-zero attacks.—*La Crosse (Wis.) Rep. and Leader.*

Warped, but Expressive.

Down in Skagit County, Washington, there is a logger who stutters. Recently he got mad at his men and expressed himself in the following style:

"D-d-damn you! All you c-c-c-care f-f for is fried eggs and sundown."—*Tacoma (Wash.) West Coast Lumberman.*

Not to Speak of.

They were after a marriage-license, when the clerk turned to the blushing damsel and said: "Were you ever married before?"

"Not ter speak of," she replied, archly. "I tied up two months ago with a fool man who tried to hold a steer by the tail while he branded it, and who died in the attempt two days after we were spliced."—*Bozeman (Mont.) Chronicle.*

He was "Heap" Dead.

According to the Pendleton *East-Oregonian* a Chinaman who died suddenly in Portland recently was visited by a Chinese doctor who filled the nose and mouth of the dead man with red paint. His reason for so doing was:

"He blow out paint, he no dead; he no blow out paint, him heap dead."

After an hour, no paint having been ejected, the coroner was called.

He Found Brass Ore.

The Medical Lake (Wash.) *Ledger* says that a prospecting boom has struck that vicinity and that many locations have been staked off on the butte west of the hospital. One enthusiast fondly displayed a sample of "brass ore," which he claimed to have discovered. Washington is a State that possesses wonderful resources, it must be admitted, but the *Ledger* is of the opinion that the best place to prospect for brass is at some foundry. It is willing to admit that not even Washington is able to supply the country with a native-born composite of copper and zinc.

A Rocky Combination.

Here's a marriage notice that appeared in an exchange:

"Married at Flintstone, by Rev. Windstone, Mr. Nehemia Whitestone and Miss Whilhemina Sandstone, both of Limestone."

This is getting mighty "rocky" and there's bound to be a "blasting" of these "stony" hearts before many "pebbles" appear on the connubial beach. The grindstone of domestic infelicity will sharpen the ax of jealousy and discord, and sooner or later one or the other of this pair will rest beneath a tombstone. Then look out for brimstone.—*Grafton (N. D.) Record.*

A Reflection on Military Knowledge.

We rise to a question of the highest privilege. A few days ago, in describing the appearance of an Indian prisoner in court, we complimented

his military bearing, stating that he stood erect "with his little fingers on the seams of his trousers." The Billings *Gazette*, in reproducing the article, makes us say that the Indian stood erect "with his little fingers on the seat of his trousers." We object! Not even a heathen Indian would assume such a posture in court, and it is a reflection on the military knowledge of this paper to suggest, even, that we could refer to such an attitude as being soldierly. We cannot believe that the *Gazette* had any ulterior purpose in view in thus misquoting, and therefore we merely protest.—*Miles City (Mont.) Journal.*

A Suspicious Smell.

Not long ago, while Colonel Jim Page was over here from Helena, says the Bozeman (Mont.) *Chronicle*, he was taken out sleigh-riding by Robt. Barnett. They had proceeded but a short distance when Barnett, holding his nose, turned and said:

"Say, Jim, I don't like to criticise, but that cigar you are smoking smells like a house afire. I have been smelling slaughter-houses, glue factories and tanneries, old socks, et cetera, ever since we started. If you'll throw it away I'll buy you another."

With some confusion, Jim did so; but the stench still remained. Barnett drove fast and whacked the old horse with the end gate, but, like the American flag, the awful smell was still there.

Finally Mr. Barnett found that his foot was hotter than even Governor Smith's, and upon making an investigation he ascertained that a red-hot brick, which he had put in the sleigh, had set a horse-blanket on fire. It was mutually agreed not to say anything about this little affair, but in crossing the street-car track they upset, and a hole big enough for sin to enter was exposed to a gaping and inquiring crowd.

The Calf Stampeded.

It may not be true, says the Crookston (Minn.) *Times*, but it has come up from Fertile along with the witnesses, grand and petit jurors and a few lawyers, and it's too good to keep. The story goes like this:

John S. Nichols, the Liberty farmer who is at present foreman of the grand jury, has progressive ideas and believes in labor-saving inventions. He has recently taken to the bicycle, and finds it a great convenience when a quick trip is to be made to town. He has become proficient with the pedals and handle-bar, and the other day he got onto his wheel and, seizing the tether rope to which a two-months-old calf was attached, started to lead the animal down into the south pasture lot. The pair jogged along all right for a short distance, but the novelty of the procession attracted the attention of a small puppy which was not on good terms with the calf, and he started out on the war-path. The calf, by a quick move, accompanied by a blat and a tail at half-mast, got a half-hitch around one pedal and Mr. Nichols' foot at the same time, and something dropped. It stayed down and skated up the road for several rods, with the calf ahead and the pup bringing up the rear. Fortunately, the rope broke after awhile and the county was spared a good grand-jury man. An examination of the wreck showed that the only damage was to the overalls which the bicycle wore. These were worn off clear up to the handle-bars of Mr. Nichols' iron constitution.

Concocted in North Dakota.

According to the Grand Forks (N. D.) *Plain-dealer*, tax collector Boody of Devils Lake is a very zealous official, and the man who gets away from that town without paying his poll-tax is a slick one. They have a merry-go-round

in Devils Lake, and the concern is supplied with alleged music by a hand-organ, which appears to be turned by an imitation negro.

Some of the boys suggested to Mr. Boody, soon after the arrival of the attraction, that there was one man in town who hadn't paid his poll-tax, and, being asked to describe him, said it was the colored man who turned the hand-organ for the merry-go-round.

Down went Mr. Boody, and, mounting the platform between acts, he approached Sambo. Slapping him on the shoulder, he said:

"See here, my friend, I have a little poll-tax against you. Would you prefer paying it or working it out?"

Sambo didn't answer, and the collector, thinking that he had not been understood, repeated the question. Still no answer. Mr. Boody was becoming irritated, but a moment afterward he made the discovery that he had been talking to a wooden image, and about this time, too, he was greeted by a loud guffaw from the conspirators who had followed him to see the fun.

The Old Woman was Boss.

The train was booming along at the rate of forty miles an hour toward Big Creek, when the air-brakes were suddenly applied and we came to a stop in a way that made every passenger understand there was danger ahead. A number of us got down with the conductor and ran ahead to the engine, just as an old man with a lantern came up from the opposite direction.

"Hello! Did you signal the train?" asked the conductor.

"Yes, it was me," replied the old man.

"Well, what's the row?"

"Reckon the bridge over the creek has gone down."

"It has, eh? Well, if that's the case, you've done a thing that the company won't soon forget. When did the bridge go down?"

"Dunno, 'zactly."

"When did you find it gone?"

"I didn't dun find it gone at all, sah, but I reckon it ain't thar no mo'. Yo see, sah, I was sittin' in the cabin with the ole woman, 'bout an hour ago, and it was rainin' and blowin', when we heard a crash and she calls out:

"'Oh, Lord! Jim. What was that?"

"'Reckon it was that big sycamore tree,' sez I.

"'Couldn't be. Must be the railroad bridge.'

"'Reckon it wasn't.'

"'Reckon it was.'

"But what about the bridge?" asked the impatient conductor.

"Reckon it's gone, sah."

"But why do you reckon?"

"Why, at first I didn't reckon. Then the ole woman she reckoned, and I had to reckon with her or hev a row. When I reckoned as she reckoned, she reckoned that I'd better cum out and swing a lantern and stop the train, and that's what I did."

"And you haven't been down to the creek?"

"No, sah."

"And you don't know that the bridge is gone?"

"No, sah. Yo' see, the ole woman she reckoned it was, and I had to reckon—"

"Get out of the way, you old idiot!" interrupted the conductor, as he gave the signal to go ahead.

"But the ole woman reckoned—"

"And she's another!"

"Both of us idiots, eh?" shouted the old man as the train began to move. "Wall, I reckon we ar'. That is, if she reckons we ain't, then I'm goin' to reckon 'long with her and keep out of a fuss."

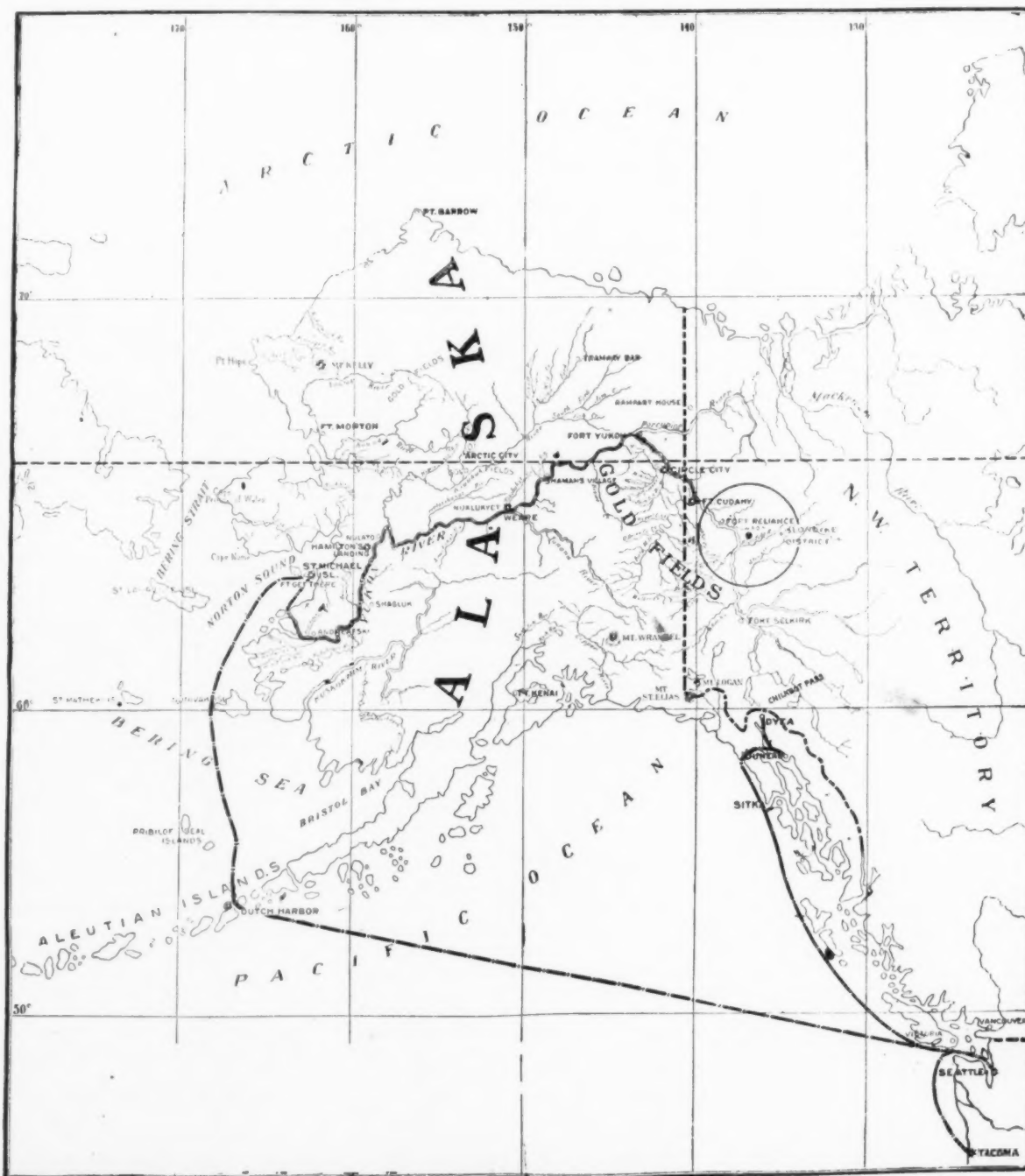
We found the bridge all right and "reckoned" it must have been the sycamore tree which went down with a crash.—*Spokane Spokesman-Review.*

HOW TO REACH THE YUKON GOLD-FIELDS.

The accompanying map of the Yukon gold-fields and the popular routes thereto is believed to be the plainest and most accurate map of that region yet published. Two routes are indicated, one by water and one by land and water, with Tacoma and Seattle as points of departure. The all-water route is from either of the cities named via Dutch Harbor in the Aleutian Islands to St. Michael's Island in

Norton Sound, thence up the Yukon River to Circle City, the nearest point to the diggings. It is 2,500 miles to St. Michael's and about 2,200 miles from that point to Circle City, the voyage occupying thirty to forty days. A boat leaving Portland, Ore., would have to go about the same distance. The cost of making this trip varies from \$150 to \$300, not including provisions and other necessary supplies.

The overland route involves a water journey of 800 miles from Tacoma or Seattle to the sub-port of Dyea, and a land, lake and river journey of about 700 miles from Dyea to the Klondyke. It takes six days to go to Dyea and thirty days to go from that place to the gold-fields. Cabin fare aboard steamship is \$32 to \$40; steerage, \$17 to \$20. The entire journey can be made at a cost of \$150 in the summer-time, exclusive of provisions for six months or a year. This route is shorter than the other one, but entails greater hardships. At this season of the year both routes are impracticable; the Yukon cannot be navigated in cold weather, and Chilkoot Pass and other insurmountable barriers prevent a through trip via the Dyea route. Those who wish to go to the Klondyke Country must now wait until spring; there is no other way, save through the perils of an arctic winter in a desolate region and a probable loss of life.



MAP OF THE YUKON GOLD-FIELDS.

The Klondyke District is within the circle just across the boundary line in the British Northwest Territories. The popular routes to this country are indicated by the heavy lines which run from the points of departure, Tacoma and Seattle, in the State of Washington, one of which is the all-water route by way of Norton Sound, St. Michael's Island and the Yukon River to Circle City, the other the so-called land route from Tacoma and Seattle to Dyea and thence overland to the famed diggings.

THE JUMPED CLAIM.

By A. C. Kemeys.

It was moonlight in the Albertan foothills. In the shelter of a small copse of cottonwood-trees and fir saplings was hidden a miners' camp. A small fire of dry wood was blazing cheerily, throwing into strong relief the countenances of the four men reclining around it. Outside the brush the wind whistled weirdly over the grass, and close around might be heard the yap-yapping of the coyote, mingled at intervals with the deep baying of the king of the hills, the Canadian timber-wolf. The men were a hardy, rugged lot—true prospectors. Rough-bearded, and with hair that touched the scissors scarce three times a year, they were bent with toil and poverty, yet ever eagerly following that ignis fatuus—gold.

They were on the search for a location which an Indian, bribed with much whisky and tobacco, had told them of. This was their last easy camp; on the morrow would begin the hard part of their journey, as then they would enter the thick timber.

Smoking their plug tobacco, and occasionally taking a sip from a pot of steaming coffee which stood near the fire, they were passing the hours between supper and sleep with yarns and reminiscences. The talk had turned on prospectors they had known,—successful ones, of course; for when starting out on a trip a miner always likes to look at the bright side of things,—and it had gradually been diverted into tales of 'jumping claims' and other exciting experiences.

"Wal, boys, I reckon I kin tell ye a tale of jumpin' thet none of ye hev ever heerd," said the oldest of the quartette, a slight, wiry, grizzled man who might be any age between forty-five and sixty.

"I dunno," he went on, "if ye hev ever heerd tell of Irish Mike, as prospected round thar by Steele, in the Blue Mount'in country? I reckon not, though, as ye are but late come to Canady. Wal, 'twar this way I met him fust:—'Twar in Cariboo. In them days 'twar nought but a few shacks and saloons, and thar war the makings of a Chinese riot on. Ye see, the heathens had been comin' into the country and they war gettin' all the best claims, becoss, if one on 'em struck it rich, they would all flock in like snow-birds and stake out the place for miles around. I tell ye, boys, the Mongolian don't give the white man no show at all. Sum of the boys swore thet the heathens had jumped sum of thar claims, and they war nat'rally makin' it kind of unpleasant for the Chinamen. Thar war an indignation meetin' held, and all the men turned out. In the height of the excitement a pigtail happened along with a bag of ore on his back, just as the boys war ready to turn loose and scalp every mother's son of them. Spanish Jack, one of the fellers as had his claim jumped, went fer him hot foot, and the rest of the boys joined in to have a share of what war going. A rope war fetched along purty swift, and the meetin' adjourned to the nearest tree; and Cariboo would ha' seed its first lynchin' then and thar if it hedn't a ben fur Mike. Mike stepped out thar in front of the boys, with his two guns up, as cool as a dime.

"Boys," says he, 'fair play, or be jabers I'll be after bein' under the necessity of punctuating sum av yez!'

"Stand back, an' don't interfere!" yelled Jack. "Not on yer life, me boy, till I see ye has the right to hang Won Lung here. How does yer know as how he is the heathen, anyhow?"

"Come on, boys!" Jack shouted. "D—m the Irishman; he may be in it, too!"

"Mike sheathed his guns quick as lightnin' and made one step to whar Jack war standin'. 'Yer a liar!' he said, and struck him fair under the jaw. Jack dropped at onest, and didn't make any more fuss, seein' as how he didn't cum to fer nigh on an hour arter.

"Wal, arter a little palaver the boys came to the conclusion as how they might as wal let the pigtail go, none of 'em caring to stand up to Mike. Arter thet Mike couldn't get rid of the heathen. Jim Hing war his name, and he followed Mike around like a dog, cooked fer him, washed fer him; and onest, when Mike war purty bad, he nursed him like a woman.

"The next time I met Mike war two years arter thet in the Steele Country. He war the same good-natured, happy-go-lucky chap as ever, and he had Jim with him still. He war jest a startin' for Blue Mount'in, full of a good thing he had got onto, and perhaps not as quiet as a man who has got onto a good prospect should be. Spanish Jack and three of his pals—as tough a lot as ever I set eyes on—war 'round thar drinkin' with Mike, and pumpin' him, too, though Mike didn't catch on to what they war up to.

"Mike," says I, 'be keerful what ye says to them fellers; they're up to no good. I bet thet they foller ye up to yer location.'

"Git out!" says he. 'I'm all right. I kin cover me trail so's they kain't foller me.'

"Well, anyhow, Mike and Jim started off to Blue Mount'in one mornin' at sun-up, with their outfit. Mike war feelin' purty good and promised to buy the town up when he came back, and Jim war trudgin' along in his usual gait, about two yards behind Mike, his eyes all the time fixed on the ground.

"The next day Spanish Jack and his pals pulled out, going the same road as Mike had taken. They said as how they guessed it war a purty good place, and kalkilated as they might light on to suthin' good themselves.

"I war then waitin' in Steele for a pard of mine, Jim Hibble by name, to come in from Golden, when we war to start out to Elk River, whar we had heerd of placer diggin's being found. One day—I guess 'twar two weeks arter Mike had struck out—me and some other fellers were sittin' around the hotel chewin' the rag, when Jim Hing walked into the room. He looked as if he had put in a purty tough time of it. His clothes war torn, and he had lost one of them Chinese slippers he allus wore.

"Hello! Jim," says I; 'what has struck ye?'

"Bad time!" says he (he could speak like a white man). 'Bad time! Mike dead.'

"Dead, ye heathen?" says I. 'What does ye mean?'

"Bad men killed him; I get away quick.'

"Wal, arter giving the pigtail a good square meal—which, from the way he eat, it seemed to hev ben his fust for some time—and a couple of drinks, I got the story out of him.

"He said as how the two of them, Mike and

him, put in a week huntin' around for the location on Blue Mount'in, and one day Mike struck it, sure enough—a big ledge, free-milling, with the yellow stuff jest a stickin' out of the quartz. Mike reckoned as how his pile war made this time, sure; so they staked out thar claims accordin' to regulations and commenced to do a little diggin'.

"That night, jest as they had settled down in thar camp, Spanish Jack and his pards happened along. They chummed up to Mike and says as how they war glad he had struck it rich at last. Then they stops right thar and camps all night with them, saying they would stake out the nearest claims for themselves.

In the morn'in, Jim went down to the creek, thet run close by, to get some water, and Mike and the others went over the ground to see whar the stakes war. Jest as Jim war coming back he heerd a shot and a groan in a pile of brush whar one of the stakes was set; he goes over to see what war up, when out steps Spanish Jack and covers him with his gun. Wal, now, a white man would nat'rally put his hands up, and thet would ha' been the last of him; but Jim, bein' a heathen, warn't expected to know manners, so he jest tuk to his heels and run fer the creek. Jest as he got to the bank, Jack fired, and Jim's fut caught in a bunch of grass. Thet saved his life, fer he tumbled inter the creek and war carried down underneath sum bushes by the current. Thar he concluded to lay low fer a while, and lucky he did; fer in a minit he sees Jack and one of his pards comin' to the edge of the creek, and heerd Jack say:

"Well, Mart, I reckon that pigtail don't bother us no more, and the two struck back fer the camp with a chuckle. Jim waited a bit, and in the night managed to sneak some food from the camp and struck fer Steele.

"Wal, ye kin imagine what a stir that made in the Fort. The boys war fer goin' out to lynch the scoundrels at onest, and an outfit war quickly got together. My pard arrived and he an' I concluded to jine the party; and, led by Jim, we soon struck the Blue Mount'in diggin's. When we came on the camp the men didn't seem at all put out, though I noticed thet Jack looked kind of scared when he seed the Chinees. They didn't make any fuss, but all swar as they had nuthin' to do with Mike, an' the last time they saw him he war with Jim.

"Anyhow, we tuk the four of them down to Steele and held a trial. They stuck to thar yarns purty fast, and some of the boys says as how they couldn't hang four white men on the word of a heathen like Jim, so it war decided to let them off. Then they tried to put the blame on Jim, and purty nigh had him lynched; but me and my pard and a few others stood up fer him, and, seein' as how we war too many fer 'em, they called it off. Besides, all the decent fellers around guessed that thar war more truth in the Chinees's tale than in what the four pards said.

"The next day Spanish Jack and his pals gets back to their claim, as they called it, and started in to do some development work. The claim proved to be a very rich one, and thar seemed to be a pile of ore in sight.

"Meanwhile Jim goes back along, too, and hangs around that claim, always nosin' around like a p'inter. He appeared quite friendly like to Jack and the rest, but I tell ye, mates, the way the heathen would look at Jack when his back war turned war not nice; no, sir! They allus treated him square, I must say, givin' him little jobs to do and thet sort of thing. After a bit people begun to forget about Mike's disappearance, and things went on much as usual. A new lot of men, too, flockin' in, had suthin' to do with that, as lots of 'em never knew Mike at all.

"In a month or so Jack bought out, or cheated out (for he war a born gambler and could handle the deck in style), his three pards, and then he run the claim alone. In the beginning of the next year, however, he sold out to some syndicate of Englishmen for a purty big sum—\$50,000 I guess, or thereabouts. Then he concluded he would quit the flats, and he pulled for Calyforney.

"Wal, arter he war gone Jim Hing still stayed around—pickin' up a livin', no one knew how. The boys allus called him Crazy Jim, from his cur'us ways. He war wonderful changed sence Mike had disappeared. He war thin (not thet he ever had much to bo'st of in the way of fat) and bent double, and all the life seemed to hev gone out of him, except in his little, twinklin' eyes.

"Thet spring I left thet country and started out for Cariboo, whar I had more or less hard luck all the time and soon guessed thet I had better get back to Steele. When I got to Steele I war able to strike a job with the company

thet had bought Jack out—the Spanish Jack Mining Company they called it. I got on as foreman, and I tell you mighty glad I war to get the job. The company war a prosperous one, turning out lots of ore every day, and the results war good, the gold bein' free-milling and runnin' a good many dollars to the ton. One of the first men I saw thar war the old Chineee, Jim. He war hangin' around the old claim, same as ever. The man seemed glad to see me, an' when I mentioned Mike's name to him his little eyes glittered.

"'No find out yet, boss,' he said. 'Time come purty soon now,' and that war all I could get out of him.

"A few days arter I got thar the boss sent up some more men from Steele, and I allow I war surprised to see Spanish Jack among them. He said as how he had gone broke over a woman in 'Frisco, and he thought he might as well come back to Steele as anywhar else. The boss had sent orders that we war to open up a

new shaft near the corner of the old claim, and I chose a gang to come along and clear off the brush thet still stood thar. Jack war among the number and I set him, arter the brush war cleared off, to take the sod off and start diggin'. Arter a little, when he got a few inches into the soil, I noticed he had stopped working; he said he warn't feeling well, and I thought he war shamming. I told him to quit fooling and git to work. Jest then I seed Jim Hing comin' around, and as he looked at Jack I seed him grin. He came behind me and whispered, 'Jack no want to work. He might see Mike;' and thet war all I could get out of him.

"Jest then one of the boys called to me. He had struck suthin' soft with his shovel. I went over and helped him dig it out. 'Twar a human body. We lifted it out and thar, beneath it, we found a knife.

"Wal, ye kin imagine as how thar war some excitement among the boys at this. Yes, sir, thet thar war, and in the middle of it Jack sneaked away. Jim war watching him, though, and grabbed him round the legs and hung on. Jack swor, and, drawing a knife, stabbed Jim twice and started to run. I grabbed him, and, with the help of the boys, soon had him tied up. Then we tuk him down to the lock-up and handed him over to the sheriff.

"He war charged with attemptin' to murder Jim; and while he war in the lock-up the c'roner held an inquest on the body we had found. Though it war well nigh onrecognizable, still, from the clothes and a ring on one of the fingers, I war able to swar to its bein' Mike's body. The knife I could swar to as bein' one Jack ust to hev; and, what is more, it had his name on the handle.

"Jack engaged a good lawyer from Vancouver and made a desperate fight, but the evidence of Jim, who war dying, war too much fer him, and he war sentenced to death. In the cell he tried to hang hisself three times, and they had to hev a guard with him night and day. Two days before his execution, he weakened and confessed all. He and his pals, he said, took Mike into the brush and told him he wud hev to get out, that they meant to hev the claim anyhow. Mike started to pull his gun, but Jack shot him down and then, seein' as how he warn't dead, stabbed him with the knife. They thought thet they hed killed Jim, till he came back with the boys, and allus meant to do fer him, only the old man war too cunnin' fer 'em.

"The scoundrel war hung in due time, and on the day he war hung Jim died.

"It war a quar thing, though, about thet mine. The ore petered out soon arter, and now the place is deserted—and so is the camp around."

Here the old man paused, and, shaking the ashes out of his pipe, said, "Wal, I guess its about time to turn in and sleep awhile;" and, rolling himself up, he was soon fast asleep. His mates followed suit, and closed their eyes to dream, doubtless, of mines of solid gold and homes of opulence and wealth-bought ease.

A LONG FLIGHT.—About a year ago two carrier pigeons were presented to Miss Marie Barnes of Fargo, N. D., by a Mr. Van Tuly of Cleveland, Ohio. A few months ago, according to the Grand Forks (N. D.) *Plaindealer*, the female pigeon died, and shortly after its companion began to droop its head and seemed to be weary of life. A short time since it was missed, and it was given up as stolen or shot. But a letter was received recently from Mr. Van Tuly, stating that the bird had returned to its coop at Cleveland. The bird was marked, and Mr. Van Tuly is positive of its identity. The distance traveled is about 1,000 miles.



"When out steps Spanish Jack and covers him with his gun."



A "16 to 1" Brand.

The Portland *Oregonian* says that ex-Senator Fred T. Dubois, of Idaho, has gone into cattle-raising on a ranch in Idaho. All his cattle bear the brand—"16-1." Mr. Dubois' four-footed possessions, therefore, are walking advertisements of his devotion to the cause of silver coinage, and it is said that when any of his stock wander off, the Idaho people will walk 100 miles to drive them back to the ranch.

His Wit Saved the Gold-Dust.

We were told a story the other day that we do not remember having seen in print. It seems that there was a certain Irish placer miner, in the early days of Alder Gulch, who had a very rich claim, and the Irishman had saved quite a lot of gold-dust—several thousand dollars' worth. This dust he was very anxious to reach home with. It was in the worst days of the road-agents, who were in the habit of holding up the coach and robbing the passengers nearly every trip, and he was afraid that if he took the coach it would be held up by the knights of the road. He therefore put the gold into a belt and buckled it around his body under his clothes. He then announced his intention of walking until he was past all danger. So, very early one summer morning, long before daylight, he started out, clad in rough miner garments. He had made several miles before 5 o'clock and was jogging along merrily, with his coat over his arm, whistling "A Rocky Road to Dublin," when "Hands up!" greeted his ears, and a road-agent with a gun stood in his path.

"May the Lord save us!" said the Irishman; "and how fresh ye are this mornin'! Ye are the twentieth mon who's towld me the same since 2 o'clock."

The road-agent looked the Irishman over and then gave him a kick, saying:

"Git out, you vagabond!"

His ready wit probably saved him his gold-dust, and he said he never felt the kick.—*Clancy (Mont.) Miner.*

A New Field for Romance.

Not the least important features of the great gold discoveries on the Klondyke, is the fact that it opens a new avenue for the romance writer. Stranger happenings than the wildest dreams of the modern story-teller are chronicled every day from these sudden transformations from poverty to affluence. Practically all of the rich finds have been made by inexperienced men from the lower walks of life, and each forms the basis of a good story which may be turned to good account by the clever writer who cares for a thread of truth to weave into his tales. The man who has thus far brought out the greatest treasure from the land of gold, had endured untold hardships in the North without success. He returned to civilization, was wedded, took his bride into the wilds, and, after a strange honeymoon of a few months, brought back a fortune of \$150,000. James McMahon, or "Jimmy the Diver," a Tacoma longshoreman, came down with \$65,000. His spouse had taken advantage of his absence to free herself by divorce, and Jimmy has celebrated this double luck in a manner most gratifying to his friends. A Tacoma barber has had

a similar experience with the divorce court, but he has the solace of \$150,000 and the assurance of bringing out a half-million in the gentle spring-time. The pathetic and the ludicrous are about equally intermingled in the general run of incidents connected with these golden dreams, and we look for a decided stimulus in immigration of literary genius along with the mass of fortune hunters who seek the Northern wilds.—*Tacoma (Wash.) West Coast Trade.*

A Bear Story.

A good story is told on our streets about two commercial gentlemen who concluded, on a late visit to Kendrick, to try their luck in angling for trout. After fitting themselves out with a good supply of fishing-tackle they proceeded up the Potlatch, vainly trying the various rifles without success. After a while they dropped their hooks into a deep, still hole of water where only chubs and suckers dwell, when their attention was called to a rustling noise in the brush near by. On taking the second look they beheld the huge form of a black bear, standing erect on his hind legs, his great jaws widely extended and a big red tongue lapping out as if in expectation of a sweet morsel of food. That look was the last one. Dropping the fishing-tackle where they stood and each giving a yell that would have done a Comanche proud, they started on a wild race for town, never looking backward, heeding nothing but the dread of that bear at their flying heels. They reached town in a ludicrous condition, and when it was learned that that bear was John Maraseck's pet, well-chained to a tree, the two men hid themselves for a week.—*Kendrick (Id.) Gazette.*

The Blacksnake Whip as a Bracer.

A man residing in West Granite Street took a novel way the other morning of breaking his son, fifteen years old, of the pernicious habit of fighting other boys. He has always given the youngster to understand that the practice of engaging in pugilism was bad on the eyes, but the lad would not heed. His bump of combativeness was too great for him to overcome the desire to scrap on the least provocation. For several weeks he has been fighting with two or three other boys, the alley between Broadway and Granite streets being the battleground. He tried conclusions with one of the lads three times a day on an average, and usually got the worst of it; but still he fought. He preferred it to the eating of his meals—and he was always hungry. Naturally blue-eyed, his optics were always blackened from the effects of his encounters, and in general appearance he looked as if he had just dropped from a balloon into a bunch of cactus. His dilapidated condition frightened the hired girl, gave his mother an attack of hysterics, and turned his father's hair gray. He became so bad that his sister called him Billy instead of Will.

As stated, early the other morning Billy tackled another boy in the alley, and his father caught him at it. Taking a blacksnake whip from its resting-place behind the door, the father went into the alley and said to his son: "Go it, boy! Do him up! Give him an upper-cut! Now you have him! Plug him once for yourself and once for me!"

But Billy had bitten off more than he could chew. His opponent was larger than he, and every time he landed on Billy's wind, Billy went down. His father, however, would brace him up again with the whip. Billy wanted to throw up the sponge and call the battle off, but his father would not allow him to do it. He had an object in making the boy fight to a finish—he wanted him to get so badly whipped that he would not fight again. After Billy had battled all he knew how and had his little

stomach more plethoric of fight than he ever had of plum pudding and home-made jam, the mother of his antagonist appeared upon the scene and jumped on the father for compelling his son to toe the scratch every time the cracker-gong on the end of the whip sounded.

"Madam," said he, "what ails you, anyway? Is not your son getting the best of the fight?"

The woman had to admit that such was the case. She then went home, and the father once more coaxed Billy up to the dead-line with the business end of the blacksnake, and made him continue the fight until he could no longer respond. Then he took the boy home, and he has now quit the ring for good.—*Butte (Mont.) Inter-Mountain.*

Some Lofty Tumbling.

"A laughable thing once occurred when I was with a party in the Salmon River Mountains," said Jack Hanvey the other evening to a party of fellow patrolmen. "Happy Jack" had many years' experience as a scout and frontiersman, and frequently relates incidents of those days. Some of his stories sound improbable—but, to resume:

"Up in that country the land lies in such a peculiar shape that the water has to stand on edge to run out, and the timber—thick? well, I guess! Our party was after Indians. We left Florence and were following a sort of blind trail along the divide. Just as we started to descend from one side of a narrow canyon, I smelt something and told the officer in command that Indians were near. You know what an awful, penetrating odor salmon give off while being dried. Well, we halted.

"With the party was a one-eyed doctor named Pyrne. He seemed anxious to learn the cause of the delay. He was informed that Indians were near by. The doctor at once sought a position of safety near one of the pack mules. This animal also happened to be afflicted with a defect of vision, one of its eyes having been knocked out.

"While waiting, some of the boys noticed a bear across the canyon, within easy range. Several of them at once opened fire. The doctor, at the first shot, let a yell out of him that could be heard a mile. I turned around to see the cause of his terror. His yell frightened the mule, which made a false step and, in a second, stumbled and fell, kicking and struggling down the steep hillside. The doctor had hold of the pack as the mule fell, and accompanied the animal in its journey down the hillside.

"Both reached the bottom comparatively uninjured. Then the mule turned its head uphill and began to climb to the point from which it had fallen; behind, followed the doctor, clinging to the mule's tail and yelling at every jump. It was a funny sight."—*Spokane (Wash.) Spokesman-Review.*

Pat and the Banshee.

We had been digging holes, with the usual prospectors' luck, and Pat, a jolly Irish lad fresh from the 'ould sod,' presently strolled away to see what he could find," remarked a well-known old-time prospector to a *Mail* representative the other day, during a casual conversation. "Pat soon returned and told me he had seen a deer go up a gulch near by. I shouldered my gun and struck out with Pat, positive that we would have a nice juicy steak of venison for supper that evening.

"After walking quite a distance, Pat requested me to go up the hill a short ways, and, when I got to a certain point, to stop and he would drive the beast to me. I followed his instructions, but saw nothing but Pat coming toward me. We sat down to rest, smoke our pipes, and talk the matter over. The wind was

blowing, and presently a low, mournful sound came from the timber near by. Pat jumped to his feet and listened; his face turned ashen white from fright. Again came that mournful cry.

"Howly mother!" cried Pat, and down the hill he ran as though fiends from the infernal region were at his heels.

"I went down another gulch, looking for game, and when I got to camp there was Pat sitting by the camp-fire and looking for all the world like a 'knight of the sorrowful figure.'"

"What is the matter with you, Pat?" I inquired.

"And shure, didn't ye hear it? Shure it was the deer, and sure it wasn't; for didn't I see the tears in its eyes whin it looked at me whin it wint inter the gulch, and sure it was goin' to the top o' the hill ter give us warning. O, howly mother! Which of us wilt it be? fer they tould me in the ould country many's the toime that it was a sure soine."

"I tried to explain to Pat that the noise we heard was nothing more than the timber rubbing together and causing a creaking sound, but he did not appear to be satisfied.

"I had not heard of Pat's whereabouts until a few days ago, when I got word that he met his death while thawing powder at a prospect of his near Pierce City, Idaho.

"As you are undoubtedly aware, the banshee is looked upon as a supernatural being supposed by the Irish and Scotch peasantry to give notice to a person of his speedy death by chanting a mournful sound, and I supposed, at the time, that this superstitious belief was what caused Pat to become so frightened.

"Nevertheless, Pat is dead, and whether what he saw was a deer, or that terrible creature (the banshee) had taken us up the hill to give Pat warning of his approaching death, will always remain a mystery to those people who do not believe in the banshee and its queer antics."—*Philipsburg (Mont.) Mail.*

A Western Drover's Story.

My name is Anthony Hunt. I am a drover, and live miles and miles away upon the Western prairie. There wasn't a house within sight when we moved there, my wife and I, and even now we haven't many neighbors, though those we have are good ones.

One day, about ten years ago, I went away from home to sell some fifty head of cattle—fine creatures as I ever saw. I was to buy some groceries and dry-goods before I came back, and, above all, a doll for our youngest Dolly; she never had had a store doll of her own—only the rag babies her mother had made her. Dolly could talk of nothing else, and went down to the very gate to call after me to buy a big one.

Nobody but a parent could understand how full my mind was of that toy, and how, when the cattle were sold, the first thing I hurried off to buy was Dolly's doll. I found one—with eyes that would open and shut when you pulled a wire; and I had it wrapped up in paper, and tucked it under my arm while waiting for the parcels of calico and delaine and tea and sugar to be put up. Then, late as it was, I started for home. It might have been more prudent had I remained there until morning, but I felt anxious to get back, and I was eager to hear Dolly's praises about her doll.

I was mounted on a steady-going old horse of mine, and pretty well loaded. Night set in before I was a mile from town, settling down dark as pitch while I was in the middle of the wildest bit of road I know of. When the storm that had been brewing finally broke and poured down rain in torrents, I was still five miles or more from home.

I rode on as fast as I could, but all of a sud-

den I heard a little cry, like a child's voice! I stopped short and listened. Again I heard it. I called, and it answered me. I couldn't see a thing; all was dark as pitch. I got down and felt about in the grass—called again and again, and was answered. Then I began to wonder. I'm not timid, but I was known to be a drover and to have money about me. It might be a trap to catch me unawares and to rob and murder me.

I am not superstitious—not very; but how could a real child be out in the prairies in such a night and at such an hour? It might be more than human.

The bit of a coward that hides itself in most men showed itself to me then, and I was half-inclined to run away; but once more I heard that cry, and, said I:

"If any man's child is hereabouts, Anthony Hunt is not the man to let it die."

I searched again. At last I bethought me of a hollow under the hill, and groped that way. Sure enough, I found a little, dripping thing that moaned and sobbed as I took it in my arms. I called my horse. The beast came to me and I mounted and tucked the little, soaked thing under my coat as well as I could, promising to take it home to mammy. It seemed tired to death, and pretty soon it cried itself to sleep against my bosom.

It had slept there over an hour, when I saw

my own windows. There were lights in them, and I supposed my wife had lit them for my sake; but when I got into the doorway I saw that something was the matter and stood still, with a fear of heart, five minutes before I could lift the latch. At last I did it, and saw the room full of neighbors, and my wife amid them, weeping.

When she saw me she hid her face.

"Oh, don't tell him," she said. "It will kill him."

"What is it, neighbors?" I cried.

And one said:

"Nothing now, I hope—what's that in your arms?"

"A poor lost child," said I. "I found it on the road. Take it, will you? I've turned faint." And I lifted the sleeping thing and saw the face of my own child, my little Dolly!

It was my darling, and none other, that I had picked up on the drenched road.

My little girl had wandered out to meet "daddy" and the doll, while her mother was at work, and she it was whom they were lamenting as one dead. I thanked Heaven on my knees, before them all. It is not much of a story, but I think of it often in the night, and wonder how I could bear to live now if I had not stopped when I heard the cry for help from my little baby—a cry hardly louder than a squirrel's chirp.—*Cheney (Wash.) Sentinel.*



Courtesy of The Colonist.

"JAKE" HENNESSY AND "BILLY" CALDWELL, DISCOVERERS OF THE SULTANA GOLD-MINE NEAR RAT PORTAGE, ONTARIO.

THE CITY OF WINNIPEG: HISTORIC, PICTURESQUE, COMMERCIAL.

The historical beginning of Winnipeg is coeval with that of the famous Hudson's Bay Company. In fact, though they claim to have built a fort at Red River in 1799, there were the remains of a post called Fort Rouge, which had been built by a party of French explorers under command of La Verandrye, who traversed this country, under authority of the French Government, from the St. Lawrence to Lake Superior and thence as far west as the Rockies, stopping en route to establish a post at the junction of the Red and Assiniboine rivers. This same Sieur Varennes de la Verandrye, born in Lower Canada, traveled extensively through the country now being developed for its rich auriferous deposits, having come to the present site of Winnipeg via Rainy Lake, Lake of the Woods and Winnipeg River as early as 1736. He was the first white man who ever set foot on the present site of Winnipeg, only one hundred and sixty-one years ago. What a change from his day to ours! Then, virgin prairie, unfretted rivers, and peaceful Indians pursuing their nomadic life; now the rush of engines, the screaming of steamboat whistles, the busy whirl of a large commercial city.

In after explorations farther to the west La Verandrye struggled to reach the Western Coast. His two sons, with himself, were the first authentic discoverers of the lofty range of the Rocky Mountains, in 1743. He died in the land he had done so much to exploit, near Fort Dauphin, in the recently opened-up and already renowned farming region—The Dauphin District. Like all other explorers, he had a missionary with him, Rev. Father Messenger, and it was he who first introduced Catholicism in this part of the Northwest.

In 1763 Canada was won by Great Britain in the prolonged struggle for supremacy between the two great countries, Great Britain and France; and by the year 1800 fur traders had begun to seek these regions in search of trade with the Indians.

The Northwest Fur Company built a fort, at what was then known as "The Forks," in about 1803, and in 1811 Lord Selkirk, having secured a grant of land in the vicinity of these two rivers, under the assurance of the Hudson's Bay Company that their charter gave them control of the country, persuaded a number of persons in Scotland to avail themselves of the opportunity of possessing free homes, free from taxes and oppression. The hardy settlers soon found that there were more advantageous localities than the well-known war-path of the

Sioux from the river of the West (the Missouri), for that trail was along the south shore of the Assiniboine; the name Assiniboine meaning "River of the Stony Sioux." So they moved to less exposed regions, where their work of trading and discovery and placing settlers would be less interfered with, and various companies, notably the Northwest Fur Company and the short-lived X Y Company, had trading-posts and forts there.

Even though exposed to Indian attacks, it was at that early day a central point for the distribution of supplies, as the traders used to land here and repack and assort the outfits for distribution to points south and west. The Ojibway, or Snake Indians, frequently resisted attacks from the dreaded Sioux on the bank of the Assiniboine.

When the Hudson's Bay Company began to push their trading-posts up the Red River, a rivalry for supremacy began between the Northwest Fur Company and themselves which caused bloodshed on more than one occasion. Fort Douglas was the first fort that the Hud-



THE OLD MISSION OF ST. BONIFACE, AT WINNIPEG, MAN.

"The bells of the Roman mission.
That call from their turrets twain."

son's Bay Company built, near the present site of the Canadian Pacific depot, and it was from this fort that, in the spring of 1817, Governor Semple went forth to his death in his struggle with the Bois Brules, who had been instigated by the rival company, the Northwest. The monument now standing at Seven Oaks is commemorative of this event. When, in 1821, the rival companies united under the Hudson's Bay Company's charter, old Fort Garry was erected and named after Nicholas Garry, an influential director of the Hudson's Bay Company. When the river, encroaching, began to undermine the foundations, the old fort was torn down and the fort built in its place was until recently a landmark of Winnipeg at the south end of Main Street.

This fort was the scene of many stirring events. The wild fury of the half-breeds at the Sayer trial, in 1849; its seizure in 1869 by

French half-breeds under the savage Riel, who for months imprisoned many Canadians who suffered cold, hunger and torture within its walls; the heartless shooting of Scott, who lay all night in one of the bastions of the fort, with the thermometer forty degrees below zero (after the barbarous treatment accorded him by Riel), till death came to relieve him—all these are historical facts that are well known and which serve to remind us of the troublous times that the early settlers encountered in their efforts to open the country for homes and commerce. The northern gate of the old fort still remains, a fine specimen of castellated masonry. It is somewhat dilapidated from the action of the wind and weather, but a movement is being put on foot to purchase the land of the original fort site and to restore the old gate, still standing, and then, by consulting the records, to build a *fac simile* of the old fort—picturesque bastions and all, and within the enclosure have an archeological collection of early-day relics and a public museum as well, showing the natural history of the country. A monument to Lord Selkirk, or to Governor Semple or some other early explorer or premier, might well grace the center of the enclosure and thus remain, for all time, an interesting spot for patriotic Canadians and for visitors from other countries. In speaking of the picturesque side of Winnipeg, one thinks at once of the picture that the poet Whittier draws of the mission of St. Boniface in his "Red River Voyageurs:"

Out and in the river is winding
The links of its long-drawn chain,
Through belts of dusky pine-land

And gusty leagues of plain.

Only at times a smoke-wreath
With the lifting cloud-rock joins,
The smoke of the hunting lodges
Of the wild Assiniboines.

Thus it was when the adventurous La Verandrye brought his missionary priest with him more than one hundred and fifty years ago; then a church was built, a mission was established, and

"Is it the clang of the wild geese?
Is it the Indian's yell,
That lends to the voice of the north-wind
The tones of a far-off bell?"

"The voyageur smiles as he listens
To the sound that grows apace.

Well he knows the ringing
Of the bells of St. Boniface;

"The bells of the Roman mission,
That call from their turrets twain
To the boatman on the river,
To the hunter on the plain."

Even yet the bells call "to the boatman on the river," though "the hunter on the plain" has long since passed away and in his place a city of 40,000 inhabitants has grown up within sound of the sweet bells of St. Boniface.

It is hard to believe one's self in North America as one strolls over the old toll-bridge that still collects toll from the passer-by as he wanders toward the quaint French hamlet across the Red River. A part of ancient Quebec, or still more ancient Normandy, is recalled as you saunter through the quiet streets, listening to the swarthy but voluble French women who chatter with their neighbors as they sit knitting in their low doorways or on the sidewalks,

As you enter the churchyard when the sun is sinking low, the sound of childish voices singing the vesper hymn comes floating sweetly from the open door of the old church; old, though not the original cathedral, as that was burned in, I believe, 1860. But this is old. The same old chimes hang in the belfry, and as you enter you step over the ropes that, with the slightest touch, will cause the old bells to vibrate. The dim light, the ancient and altogether old-fashioned pews and rude benches, the cloistered nuns far up in their recessed balconies, the novitiates, on the intermediate gallery, the Indian children, under charge of their gentle teachers from the Indian school near by, telling their beads with unaffected devotion; the incense, clouding all in a fragrant haze, the

tious monument erected to Riel, the half-Indian, half-French agitator who figured so prominently in the history of the Canadian Northwest in 1869-1870. Thus are peace and war always united. The lowly bed, the springing grass, the peace that passeth understanding, come with the lapse of time.

Another picturesque spot, connected with the history of Winnipeg, is St. John's College, cathedral and cemetery. For half a century and more St. John's has been connected with the history of the country, and it stands today a landmark of the Province—a monument of old associations as well as of progress; the resting-place of good old missionaries, who labored for the upholding of the English Church in this then distant and alien land, as well as the final

land's first cathedral and college in the Canadian Northwest. All the buildings are getting gray with age. The present modest structure known as the cathedral was built in 1862; though the Hudson's Bay Company sent an English clergyman here as early as 1820, the first service having been held in a large room in the company's fort. Settling at St. John, the Rev. John West began what has ever since been the ecclesiastical capitol of the country.

Nor must we forget Main Street. Complaints have been made that it is crooked. Do those who speak thus realize that it is but the broadening of the old Indian trail between the outposts of civilization from the fort here to that at the mouth of the Red River as it empties into Lake Winnipeg? It has now only two

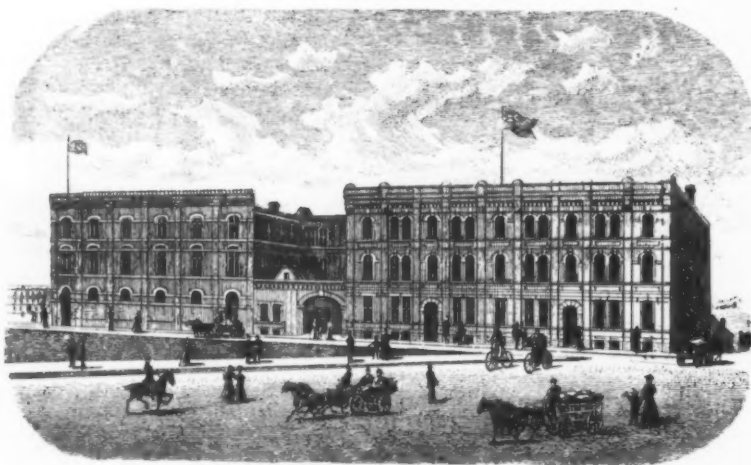


VIEWS OF THE CITY OF WINNIPEG, MAN.—COURT-HOUSE, MARKET AND CITY HALL, PARLIAMENT BUILDING, MASONIC TEMPLE, AND MAIN ST. VIEWS.

priest, or mayhap the archbishop himself, giving the benediction, make one wonder if he has entered an enchanted land, where time has stood still for two hundred years. Once more seeking the outer air, one may look upon the archbishop's palace, with the statue of La Varandrye near by; the beautiful hospital of St. Boniface, of which Winnipeg may well be proud; the cloisters for nuns, with their ancient casements thrown open wide to admit the sweet summer air; the Indian school, that has been the chief care of the mission to maintain; all these are interesting, from the fact that they are a link between the early days of Canadian settlement and the actual present. Coming round a walk in the churchyard, one is suddenly confronted with the small, unpreten-

bivouac of those who lost their lives in the struggle with hostile forces, warring to gain possession of the new and richly-fertile country. Stroll through the old churchyard, now fragrant with the aroma of new-mown grass, and read the epitaphs, some of them dated from the seventeenth century. Read the half-obliterated inscriptions and you will see such names as "Sutherland," "Macbeth," "Bannatyne," who were among the earliest settlers. Then the heroic volunteers of the Riel Rebellion,—Charles Swinford, Alex Ferguson, Dick Hardisty,—all are here. It is hard to realize, in the quiet of the beautiful graveyard, that savage Indians and still more savage French half-breeds fought, tortured and scalped their victims within speaking distance of this place, the Church of Eng-

bends in its entire length of a mile and a quarter. Think of the many times the treacherous Sioux came stealing stealthily up this trail from what is now Pembina, to fight their hereditary foe, the Assiniboines. Think of the trader as he came in his ox-cart, known the world over as the Red River cart; think of the countless Indians, half-breeds and trappers who helped to beat this trail into what, since its widening, is one of the busy streets of the world! Think of the teams, laden with supplies for some distant point; of the Indians and their dog-teams in the winter, and of those who came to barter pelts for produce, and then cavil, if you can, at the too sinuous curves that open new vistas of grand public buildings, stately mercantile houses, electric cars, and all that



GENERAL OFFICES AND STORES OF THE HUDSON'S BAY COMPANY, WINNIPEG, MAN.

"Which now take the place of the primitive post of earlier years."

goes to make life enjoyable where, not long ago, buffalo roamed and Indians lived.

One of the most striking features of Winnipeg is its intensely social atmosphere. It may be because the Prairie City is isolated—it may be that its climate is so stimulating that the excess of vitality finds escape in this channel; but, whatever the cause, it is certain that in no other city on the continent is this phase of life more marked. From the first breath of frost until the snows disappear before the sunshine of spring, teas, dinners and balls follow in rapid succession. In athletic sports Winnipeg almost leads the world. In curling, rowing, hockey, tennis, golf, cricket and polo they are proficient, and they take their exercise in so hearty and manly a way that it is a pleasure to watch them in anything they undertake. Winnipeg being the capital of the Province, it naturally follows that the gayety which distinguishes the seat of government should culminate in official receptions and that society should be adorned by many whose names rank high in Canadian history. The Hotel Manitoba, with its magnificent series of parlors, has been and will probably continue to be the scene of many a noted gathering. There are several very excellent hotels in the city, but the Manitoba ranks first and has been the brilliant rendezvous of a large number of notable public and private receptions.

Winnipeg, as "Winnipeg," has only been known since 1874. As a trading-post under different names, and best known as Fort Garry, its strategical and commercial location has been recognized from the earliest settlements. When the Hudson's Bay flag was first thrown to the prairie wind, with the sign manual, a "H. B. C.," on one corner of the English flag, the beginning of a vast system of commercial interests was laid that has since extended to the Rockies on the west and to Port Arthur on the east—limited on the north only by the extent of man's exploration and habitation. By the way, the witty librarian of the Government Building once said, in answer to a question as to the meaning of the cabalistic sign on the flag that always floats from the handsome Hudson's Bay store that now takes the place of the primitive post of earlier years, that he was not sure, but that probably "H. B. C." stood for "Here Before Christ." This unexpected reference to the antiquity of the Hudson's Bay Company rather antedates any authentic history, but goes to show how they certainly were the first traders in the vast country of which Winnipeg is the center.

From the little band of hardy voyageurs, factors and traders connected with the Hudson's Bay Company as far back as 1800, the force has increased to probably not less than two thousand in the country where they have posts, extending as they do from Labrador to Alaska. The general offices of the company in Canada are in Winnipeg; from here is directed the work of "this ancient and honourable company of adventurers trading into Hudson's Bay," under the efficient management of the commissioner, C. C. Chipman, who fully maintains the honor and integrity of the two hundred and twenty-five-year-old company. Its age is no impediment to its vigor, however; keeping pace with the times, its large double store is but in keeping with the increase of population and the growth of trade. The company is composed of three great departments known as the fur, the general and the land departments. Their principal posts extend from one end of the country to the other end—from Ungava, in Labrador, to Vancouver on the other side of the continent, including Montreal, Winnipeg, Calgary and Victoria; and, whether on the bleak Atlantic Coast or in busy Winnipeg or far-off British Columbia, you may be sure of fair dealing as indicated by the company's motto, "*Pro Pelle Cutem*," which, literally translated, means, "We give value for value."

Marvelous as has been the growth of the city in the past decade, a more wonderful future

awaits it. It does not depend on agriculture alone, but its jobbing, milling, manufacturing, etc., are contingent on the large and varied resources of the country tributary. The vast agricultural regions to the west and the as yet unsurveyed coal-fields; the auriferous deposits of the Saskatchewan and the Rocky Mountains, and the nearer districts of the Lake of the Woods, Upper and Lower Manitou and Sawbill countries, which are being developed so rapidly at the present time and with such satisfactory results, added to the fish interests and the fur trade—of all these surrounding natural riches Winnipeg stands as the central mart through which trade must pass and business increase. There are already in the city, including the grain and milling firms, over one hundred wholesale or jobbing houses. Their annual business must amount, in round numbers, to at least \$20,000,000. The lines represented are the same as those carried in older and larger cities—dry-goods, groceries, hardware, clothing, boots and shoes, farm machinery, provisions, farm produce, etc.

We speak of Winnipeg as being more of a jobbing center than a manufacturing city, still there are over one hundred manufacturing institutions. The iron and metal works are first, if we except the flour-mills, which, though handling more money in their trade, do not employ the most help. There are two breweries, three cigar factories, harness and saddlery factories, saw-mills and planing-mills, furniture and upholstery manufactories, and tents, awnings and mattresses are also manufactured in every style and grade. The Northern Pacific and the Canadian Pacific railways have quite an army of employees here—over 700 in all, so that a large demand for skilled labor is present at all times. The raw-fur trade should be spoken of particularly, as Winnipeg is one of the largest, if not the largest, raw-fur market in the world. The dairy industry, which rivals that of wheat-growing in importance, has its headquarters here as a matter of course. Home manufacturing will increase with the steady growth in the population of the Provinces tributary to Winnipeg. The heavy cost of transportation to the East, and then its ultimate return to the consumer in a manufactured state, make it desirable that capitalists seeking investments should obtain information relative to the advantages of locating in the center of so large a producing country. In no other place could there be a better field for investment than in Winnipeg.

MARY ALICE HARRIMAN.



REMAINS OF OLD FORT GARRY AT WINNIPEG, MAN.

"Erected in 1821 and named after Nicholas Garry, a director of the Hudson's Bay Company."

A FEW WINNIPEG AFTERTHOUGHTS.

A NOTED CANADIAN HOSTELRY.

Speaking of Winnipeg hotels, a *NORTHWEST MAGAZINE* correspondent says: "The Hotel Manitoba, with its magnificent series of parlors, has been and will continue to be the scene of many a noted gathering. Many beautiful ladies and brave gentlemen, ablaze with jeweled orders or gorgeous in uniform, have passed before the mirrors in the parlors or danced to fairy-like music as it floated out on the air of the still, frosty nights of gleaming midwinter. Many an important meeting has been held in the spacious rotunda of the hotel, or in the privacy of suites of rooms on some floor above. Men of wealth and rank have dined in the stately dining-room, glittering with electric lights from the massive copper electroliers, supplemented by the electric side-fixtures. Flowers lend their perfume to the warm air, and the cheerful crackling of the logs burning in the open fireplace lends itself to the artistic whole. The Ryan in St. Paul, the West in Minneapolis, and the Spalding in Duluth, are but prototypes of the Hotel Manitoba. In 1892, the Northern Pacific, realizing the needs of Winnipeg in this line, opened the doors of the Manitoba. Neither pains nor money was spared to make it a fit hotel for the Capital City. Costing nearly \$400,000, it is an ornament to Winnipeg, and as such its citizens are justly proud of it. Seven stories high and built of brick and faced with Lake Superior red sandstone, it is massive and rich in appearance. Its peculiar triangular shape gives an outside window to every room, and an inner court admits a free circulation of air. The view from the roof is grand. The city, with its magnificent public buildings and private residences, can be seen—with the deep blue of the sky reflected in the two rivers, the Red and the Assiniboine; while circling round, limited only by the horizon, lies the illimitable prairie. The management has for several years been in charge of Fred W. Sprado, and the Northern Pacific people are to be congratulated upon choosing a man who serves their interests so well. He is popular in society, a thorough business man, careful of the best interests of the hotel while satisfying the ever present traveler, and always the same quiet, unostentatious gentleman whose sole ambition is to make a charming, restful home for his many transient and permanent guests."

THE OGILVIE FLOUR-MILL.

The name of the Ogilvie Milling Company is familiar throughout the whole Northwest. The great mill at Point Douglas, on the outskirts of Winnipeg, has a capacity of 2,500 barrels per day and is one of a system of mills operated by the company in Canada, the total capacity of this system amounting to about 9,000 barrels every twenty-four hours. At the head of these great mills is W. W. Ogilvie, F. W. Thompson being manager of the Winnipeg mill and of the company's general business between Ottawa and the Pacific Coast.

No mill in the United States ranks higher than the Ogilvie mill at Point Douglas, Winnipeg. It is equipped with the latest improved flour-mill machinery, and is under the most expert management that knowledge and experience can supply. The mill is driven by a fine 800-horse-power engine of the Wheelock cut-off make, which makes seventy-two revolutions per minute. This engine, fed from a battery of six boilers of 1,000 horse-power capacity, is used for grinding and its speed is regulated perfectly, another engine being employed to do the elevating, conveying, etc., before the grain reaches the rollers in the grinding machinery. Everything is done to



HOTEL MANITOBA, WINNIPEG.

"It has been the scene of many a noted gathering."

promote cleanliness, economy, and the production of the most superior brands of flour that a perfectly constructed and equipped mill can manufacture. The company has just completed another warehouse of 35,000 barrels' capacity, and connected with the mill is an up-to-date machine shop with carpenter and millwright attachments. It is indeed a mill of which Winnipeg may justly feel proud.

WINNIPEG'S ADVANCE IN ARTISTIC LINES.

It is noted, as proving the growth and expansion of Winnipeg and Western Canada, that they support one of the best lithographic and engraving houses in the country. Reference is made to the establishment of Bulman Bros. & Company, who are employing high-class labor and, in fact, have done a good deal of work that will compare very favorably with any produced in the United States. It would take too much space to fully notice all the branches of this establishment, but it must be stated that in show-cards and calendars they exhibit some exceedingly fine specimens, and in commercial work they easily take a first place. The plant is such that they can offer special inducements in letter-heads, maps, show-cards, calendars and labels. In fact, every lithographic product is carefully looked after, while in half-tone and zinc engraving work they always keep ahead of competition, and this large art department is at the service of the public in making the best classes of zinc engraving. It would be hard to find better service than Bulman Bros.

& Company can render when any work of this kind is wanted. Their address is 134, 136 and 138 Bannatyne Street, East Winnipeg.

THE TAMED WEST.

The Whatcom (Wash.) *Reveille* says that it is no longer the proper thing to speak of the "wild and woolly West." Those individuals who have come West under some delusion about development in connection with the country, find themselves a trifle late, so to speak. More people, more work, and hard times, have greatly eliminated the untamed part of the programme, and, in spite of the unfavorable tariff, most of the wool has been sheared. A good deal of intellectual haze which formerly enveloped Eastern youth, and adults too, for that matter, has been driven off, and the halo has about disappeared from the brow of the cowboy. Cattle-ranges and horse-ranches have been supplanted by hog-pastures and chicken-farms. Western people do not now expect to become fabulously wealthy in a few days. If one were obliged to match the average Eastern and the average Western young man, it would be hard to tell which one to put on the off side. Of course, the nincompoop, either Eastern or Western, is *sui generis*; one takes to cigarettes and neckties, the other to whisky and sombreros, both having the same liking for draw-poker. But the one forms as little of the East as the other of the West, and both are regarded with the same sort of tolerance with which we see jewelry upon a pet dog; it is disgusting, but not worth bothering about.

THE LAKE OF THE WOODS GOLD-FIELD IN ONTARIO, CAN.

Midway between the two oceans—midway between the Gulf of Mexico and the Arctic regions, part of the divisional line that forms the boundary between the United States and Canada, lies the Lake of the Woods, occupying an area of 350,000 acres. Broadly speaking, and with its adjacent country and fourteen thousand islands, it forms one of the most important gold-producing districts on the North American continent. La Verandrye and his sons first saw the rich beauty of the innumerable islands of the Lake of the Woods as early as 1736; but the prairies to the west attracted the early settlers by their alluring stretches of level prairie ready for the plow, as did the vast

best; and his early struggles, the perseverance he displayed and the privations he endured, are records of unsurpassed determination that are worthy of chronicles such as are given the early explorers in search of new worlds. When, in 1880, the Canadian Pacific reached and passed the country of which we write, a medium of communication was established that was far-reaching in its effects, and explorations could then be made by experts, whose profession led them to investigate any promising field for research.

But here again the practical or impractical (possibly) prospector, who looks with eager eyes at any "lead," however obscure, may show that

It will be impossible to make a complete record of the mining interests around Rat Portage, a town of 4,000 inhabitants, but we wish to speak of some results already obtained and of work begun in different parts of the gold-fields, which will, perhaps, convince those who are anxious to learn the actual status of the country as a field for legitimate investment. The extraordinary interest now manifested in mining propositions throughout the civilized world, makes this a peculiarly fitting time to exploit the resources of this accessible region, through which the Canadian Pacific has laid its tracks of steel and thus made possible the opening of the country and the rapid development of Rat Portage.

It is really surprising that the gold-fields around Rat Portage have not been more rapidly developed. Everything seems to be in favor of the production of gold at a minimum cost—the nearness of the gold-bearing quartz to business centers, as well as the natural conditions that make the Lake of the Woods a gold-hunter's paradise. With wood in abundance for years to come; with water surrounding every mine and location, whether on mainland or island, and with easy communication with every part of the world through the mail and telegraph, it is in marked contrast with the arid plains of



A VIEW OF LAKE OF THE WOODS, ONT., AS SEEN FROM THE WHARFS OF RAT PORTAGE.

herds of buffalo and the larger lake of Winnipeg with its fisheries. The Hudson's Bay Company had posts at Fort Frances, where the Rainy Lake empties into the Rainy River, as well as at the outlet of the Lake of the Woods—Rat Portage, which tradition says was so named because of the path the muskrats wore in the rocks over the portage to avoid the tempestuous fall of the lake into the Winnipeg River as the waters seek their destination, Hudson's Bay.

No definite idea of the country as a gold producer was arrived at till a much later date. The first authentic discovery of gold was about nineteen years ago, but the mining prospector with his pick, his scanty store of provisions, his canoe, and possibly, as a luxury, an Indian guide, had a hard struggle for existence at

gold does exist where the theoretical geologist, with his learned explanations and theories, has declared that mineral wealth can not possibly be. Especially has this been true in the recently developed gold-fields of Western Ontario and Northern Minnesota; for geologists are, after all, but human beings and therefore liable to err. Practical results, such as the Little American Mine in Rainy Lake, Minnesota; the Foley, Ferguson, Olive and A. D. 2 mines on Seine River, and the Sultana, Mikado and Regina near Rat Portage, tend to show that men with pick and drill, and possessing a determination that amounts almost to obstinacy, are the prophets who must go without honor, perhaps, but whose labors have opened to the world a profitable gold-producing district.

Australia and Africa, where men die of thirst and are blinded by the pitiless sun, or with other remote regions that are thousands of miles from everything that makes life endurable.

Looking out over the bay that faces the great Sultana mine, one cannot help thinking of the difference which exists between the life of the man whose search for gold led him to this beautiful country, and the man who, after his day's work is done, sees nothing but the dry sand of the desert or the icy rocks of an arctic region. The accessibility of this country and the comparatively inexpensive production of gold in a marketable form are facts that should be emphasized. The whole region shown in the accompanying map may well be termed a miners'

paradise. The veins of gold-bearing quartz are easily defined and, as before mentioned, near the surface, thus differing from many gold discoveries. In the Rocky Mountains, both in Canada and the United States, gold is oftentimes found either at great heights or in mountain gorges, requiring unstinted capital to extract the precious metal; but the Western Ontario gold-fields are low-lying, the ore is free-milling, as a rule, and it does not require expensive chemical treatment to release the gold from the surrounding rock. The geological formation, as reported officially to the Department of Crown Lands, shows that in general the gold-bearing veins occur in green chloritic and hornblende schist, probably of Huronian age, and are of a bedded or lenticular kind; but sometimes they are found in masses of eruptive granite which have pushed their way up through the Huronian schists. In the latter case the veins are commonly true fissures, and may be followed for considerable distances. In either case the contact of an eruptive rock with schist seems of importance, since the best veins are found within a mile or two of such a contact.

The most famous mine in this gold-field is undoubtedly The Sultana, owned by J. F. Caldwell and on an island about seven miles southeast of Rat Portage. Very little information can be got from the proprietors, but it is known that the property yields a large output of pure gold every week and that Mr. Caldwell has refused to exchange it for an independent fortune in cash. It is well developed, and seems to grow richer all the time. The mill is in constant operation, and the permanency of the ore bodies have been established beyond doubt.

Perhaps the most interesting mining development of the year is to be found at Western Shoal Lake, thirty-five miles from Rat Portage and about ten miles east of the boundary of Manitoba. The Mikado mine, found by an Indian, has been purchased for \$25,000 by a London company and has been worked sufficiently to show that the ore is very rich, though not enough has been done to prove the extent of the deposit. The quartz contains a

variety of sulphides, including sulphide of bismuth—new to the Lake of the Woods region, and a considerable part of the gold contents are free-milling, the gold occurring in thin flakes or plates, rather than in nuggets. The ore thus far treated is the richest yet found in large quantities in Ontario.

Looking at this mining region as a whole, one is struck by the wide territory over which gold has been found and by the variety of deposits that occur, the ease with which they may be reached, and the free-milling character of most of the ores, all points in its favor as compared with most gold regions.

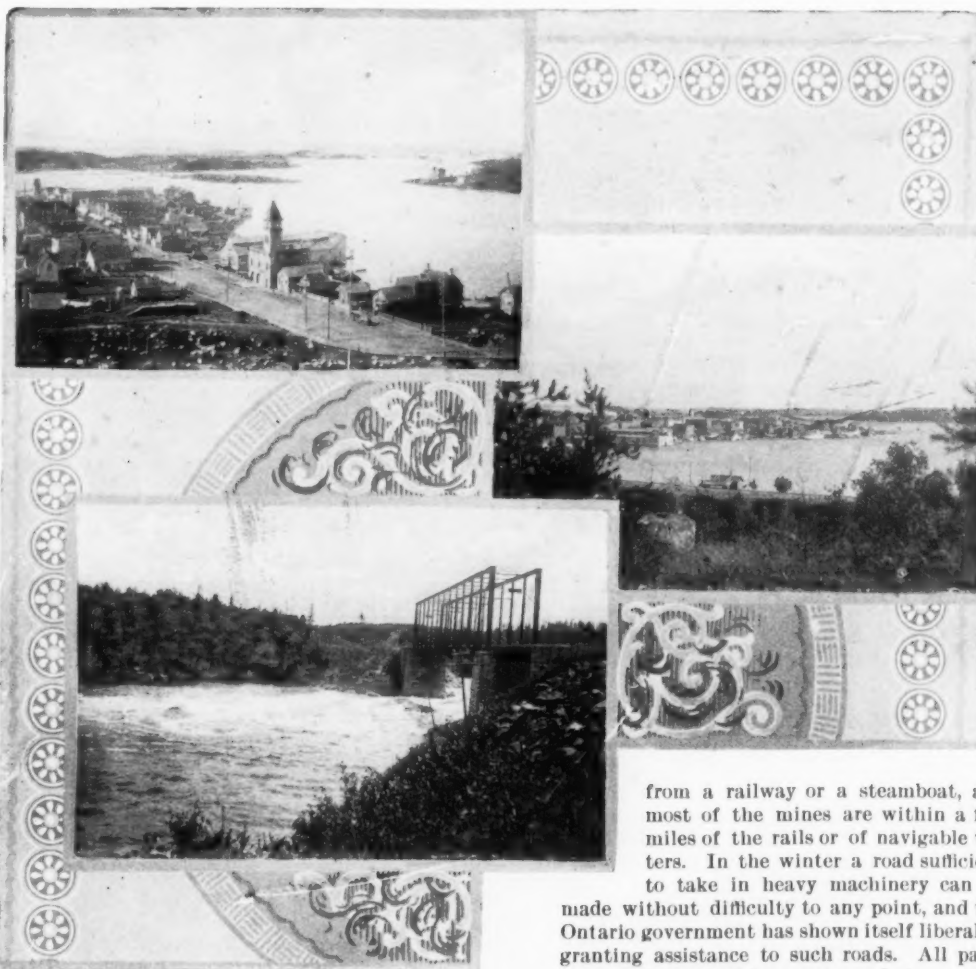
No part of the district is any great distance

from a railway or a steamboat, and most of the mines are within a few miles of the rails or of navigable waters. In the winter a road sufficient to take in heavy machinery can be made without difficulty to any point, and the Ontario government has shown itself liberal in granting assistance to such roads. All parts are readily reached by canoes and steamers in the summer months. There is an abundance of good water and a plentiful supply of wood for fuel, building or mine-timbering abounds almost everywhere. The region is not an inaccessible desert, neither is it covered with malarious swamps, nor cut off from civilization by precipitous mountains. Supplies of all sorts are cheap, efficient labor can be obtained on easy terms—the labor of white men, not of negroes or Indians; and life and property are as safe as anywhere on the globe. The laws relating to mining and mining locations are simple and generally admitted to be fair and favorable to the prospector and to mine owners. All locations are bounded by east and west and north and south lines, reducing boundary disputes and the customary litigation of mining countries to a minimum.

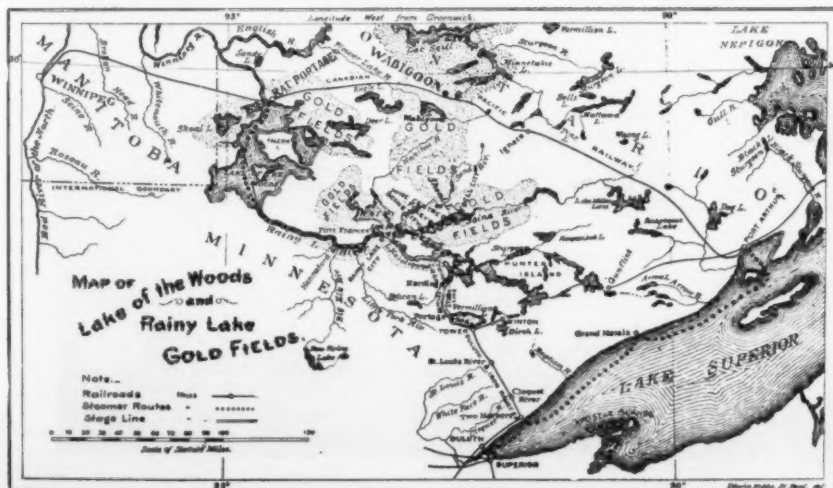
What this country needs is more capital. Every man in the district has put all his available money into the work, but gold-mining is an expensive business and, though the profits are large, the outlay is at first considerable. Ore can be treated in this district at the rate of three to seven dollars a ton, and there are few prospects and no mines that run less than twenty-five dollars to the ton, and from that up to the thousands. Every vein grows richer as depth is obtained, and the results are truly marvelous. The field merits thorough investigation. A trip taken with a view to investment could not fail to convince the most sceptical and cause them to join the many who are now buying good gold-mining properties in The Lake of the Woods Country.

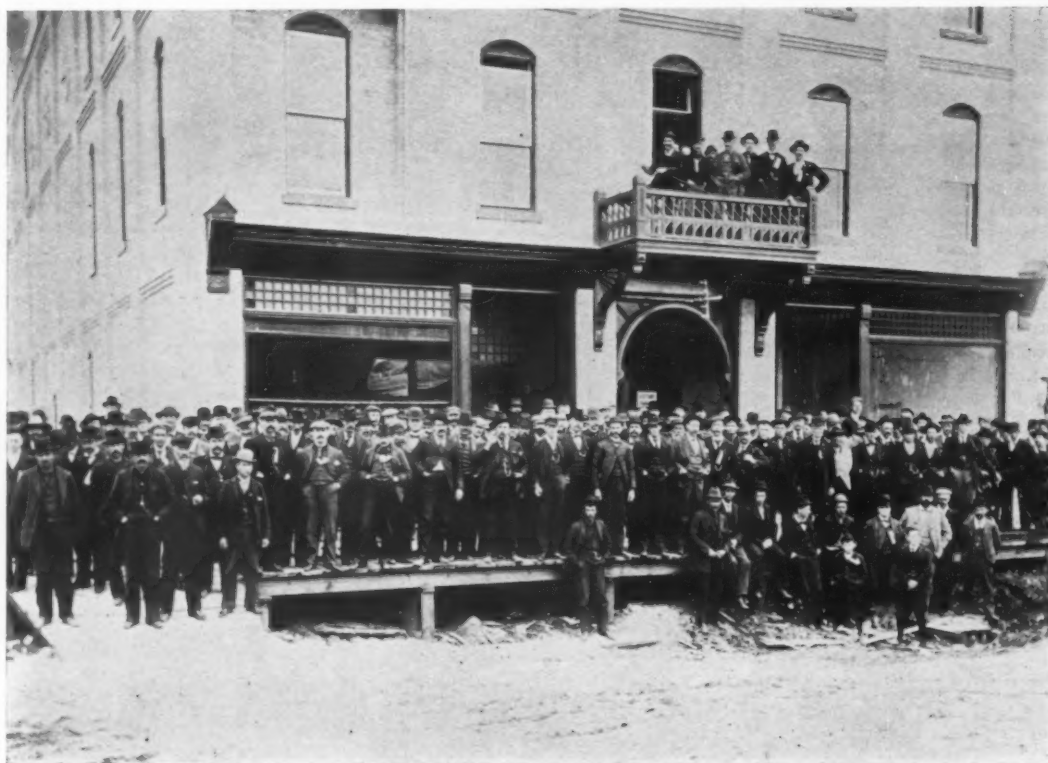
RAT PORTAGE.

Rat Portage is a lively town at the head of The Lake of the Woods, and, situated as it is on one of the romantic bays of this irregularly-shaped lake, with Coney Island near, it abounds



A FEW KODAK VIEWS OF RAT PORTAGE AND VICINITY.





A GROUP OF DELEGATES TO THE RECENT MINING CONVENTION AT RAT PORTAGE, ONT., TAKEN IN FRONT OF THE HILLIARD OPERA-HOUSE.

in scenic effects and is a delightful place in which to spend one's holidays from business cares. Summer homes have already been built on the numerous islands, and Keewatin and Norman are two suburbs that add to the general whole. The floating island, now chained to the shore, is a curiosity that all wish to see. Its propensity to rove is not conducive to religious sentiment among those having boats or steamers, but it generally remains where it is moored until some strong wind causes it to break away. A trip on the lake to Fort Frances, 190 miles south, on the new and elegant Kee-

nora or some of the other steamers plying these waters, is as resultful of pleasure as a trip among the Thousand Islands in the St. Lawrence. Rat Portage business houses carry large stocks of mining supplies, and at the same time cater successfully to the more fastidious town trade. Three big industries are strongly in evidence. The saw-mills of Rat Portage and the adjoining village of Keewatin supply the biggest part of the lumber used in Manitoba and the Northwest Territories. In 1893 the several saw-mills then in existence at Rat Portage were consolidated into a single con-

cern, under the title of The Rat Portage Lumber Company. The three saw-mills have a capacity of one hundred million feet of lumber yearly. In connection with them are sash and door and box factories. The whole plant employs between 500 and 600 men. These mills are within three minutes' walk of the center of the town, and the water brings the logs to their very doors. D. C. Cameron is the general manager, and he reports a prosperous outlook.

There is also a large lumber concern at Keewatin. This mill is operated entirely by water-power, and its capacity is about 12,000,000 feet per annum. The company employs about 100 men and owns three steamboats. The lumbering interests of the district are, therefore, as these figures prove, very considerable, and the business will increase in proportion to the general development of the tributary country. But Keewatin, three miles west and virtually a Rat Portage annex, the two towns being connected by water, has other large interests. It is the home

of the large stone flour-mill of The Lake of the Woods Milling Company. In a recent number of the *Winnipeg Colonist* this mill is described as the largest flour-mill in Canada and one of the most perfectly constructed and equipped mills in the world. It has a capacity of 2,200 barrels a day, and its flour is famed for its quality in Europe as well as in Canada. In connection with the mill are two huge elevators, having a combined capacity of 700,000 bushels. The machinery is driven entirely by water-power.

Next in importance to its lumber business



RAT PORTAGE, ONT., THE PRINCIPAL TOWN IN THE LAKE OF THE WOODS GOLD DISTRICT.

comes the fishing industry of The Lake of the Woods. Rat Portage is the center of this trade. It is estimated that the business affords employment to 500 men. The amount of money brought to Rat Portage last year through this industry was \$2,000,000. It will be a surprise to many to learn that The Lake of the Woods produces about seventy-five per cent of the caviare supply of the world. This delicacy, as is well known, is prepared from the sturgeon, which abounds in these waters. The total catch of fish for 1895 was estimated at 5,000,000 pounds, a large proportion of which was sturgeon, from which 198,000 pounds of caviare was made. Rat Portage is the headquarters of this industry, which necessitates the employment of fourteen steamboats, fifteen barges and a large number of pound-boats.

Rat Portage occupies a good site, and the formation of the country affords the best of drainage. A little west of the town the lake flows swiftly into the Winnipeg River and there, with a tumultuous plunge, breaks and forms as it tumbles through the rocky gorge and constitutes what is known as Ka-ka-be-kitchewan



THE HILLIARD HOUSE, RAT PORTAGE, ONT.

look forward to its becoming one of the largest pulp-producing centers on the continent. The town has room for expansion, and it is improving its opportunities right along. A new hospital, public water-works, and a new church and opera-house are among some of the latest improvements. People who live in more southerly latitudes may look upon this as a veritable *terra incognita*, but a visit to Rat Portage would

lake, and the scream of boat whistles mingle with the loud toots from the reduction-works and the lumber-mills.

M. A. H.

INTERESTING SPECIAL MENTION.

THE CORONADO GOLD-MINING COMPANY, LIMITED.

The Coronado Gold-Mining Company (Limited) is a close corporation, incorporated for \$40,000, the members of which are: President, James M. Savage, mayor of Rat Portage; vice-president, George Drewry, a wholesale merchant; secretary and accountant, John W. Cold-eugh; prospector, George Girard. Incidentally speaking, Mr. Girard is a nephew of the well-known philanthropist, Stephen Girard, who founded Girard College. Although this company has only been incorporated, under the Ontario joint-stock company act, less than a year, the individual members have been interested in mining propositions and have had from one to seven explorers in their employ during the past five years. Having been early in the field, they have acquired some of the best properties in the Lake of the Woods, Manitou and Seine



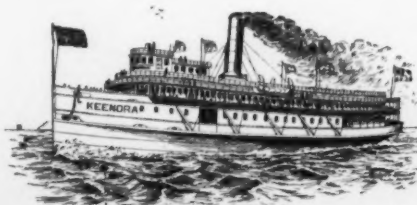
THE SULTANA MINE, IN LAKE OF THE WOODS DISTRICT.

"The most famous gold-mine in this field. It seems to grow richer all the time."

Falls. A mile or more west of the head of the river is the great dam of the Keewatin Power Company, which has been under construction for two or three years. It is a gigantic structure intended to furnish power for future enterprises in the way of electrical improvements and manufactures. It is to be regretted that the dam is not visible from the C. P. R. passenger trains, as it would rank as one of the conspicuous features of the journey through the country, with its massive stone piers and the mad rush and roar of waters against them, and the wildly picturesque scenery of the place.

An industry that will soon spring into existence here is the manufacture of pulp, the raw material for paper. There is said to be an inexhaustible supply of pulp-wood in the neighborhood. The water-power of the Winnipeg River will be available for this industry, and the business men of Rat Portage confidently

show that business conditions are the same and the beauties of nature more romantic than in many other localities. The good old days of '49 are recalled as one arrives in Rat Portage. The busy throngs on the streets—red-shirted, heavy-booted men just "in from the mines," are talking to men eager to learn of any new "strike." Busy boats are plying the beautiful



A PRETTY LAKE OF THE WOODS STEAMER.

River districts. Several properties have been developed sufficiently to be examined by practical mining men representing capital for investment. One of these, the Mascotte, is well and favorably known. They have also made it a point, when well-defined veins and good surface showings have been located, to pay the Government the sum of two dollars an acre for a patent for the same, thus placing themselves in a position to make a direct transfer to intending purchasers. It might be mentioned that both American and English capitalists prefer, in all cases, a patent instead of a lease. Although the difference in price is only one dollar between a patent and a lease, many have transferred leases which, in some cases, have caused complications, misleading the intending purchaser.

Notwithstanding the comparatively short existence of this company, it has declared three

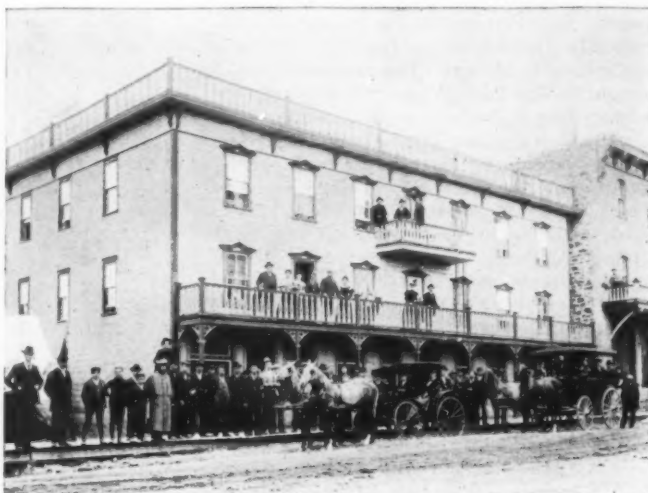
dividends. The last, declared in June, 1897, was sixteen per cent of the capitalized stock. Nothing could show more clearly the value of their properties. These properties are spread over the most popular and developed districts, namely, at Camp Bay, Whitefish Bay, Lake of the Woods, Shoal Lake (tributary to Lake of the Woods), Upper Manitou and Seine River. In all, they comprise nearly four thousand acres. Among the Shoal Lake locations are W. A. 7, 8 and 9, with assays averaging \$24 a ton, and M. C. A. 73, 74, 75 and 104, with returns of \$19 per ton. Some of these are under option at the present time. In Camp Bay District are properties S. 73, 75, 76 and W. A. 5 and 6, which have assayed \$20 to \$500 per ton. Mill tests have been made on adjacent properties which gave actual returns of \$20 a ton. In the Manitou District, so famous for its richness, the company has properties which average over \$30 to the ton. On one especially, about thirty-five feet of shaft is sunk and the vein increased from four feet at the top to eight feet six inches at the depth named.

All these properties are free-milling ores, and the assays from specimens on the dump run \$54 per ton. Adjacent to this property is the celebrated location of "The Swede Boys," which was recently sold to Kansas City parties for \$300,000. The surface indications were so good on this Swede Boys' property that it was sold, undeveloped, for \$60,000, and in a few months' time it was resold for the large sum mentioned above. All the properties of the Coronado Gold-Mining Company are open for the strictest investigation, and correspondence and visits are

solicited. "It is of interest to know that Sir Roderick Cameron and W. A. Street, of the firm of R. Cameron & Company, of New York, are associated with the gentlemen composing this company. There is no hesitancy in saying that parties who wish to invest in mine properties can deal with the Coronado folks in the full assurance that they will receive fair and courteous treatment.

A LANDLORD'S MINING INTERESTS.

W. G. Cameron, proprietor of the well-known Queen's Hotel at Rat Portage, has numerous mining claims, one of which, S. 170, he recently sold for \$15,000, though it was but partially developed. This property, commonly known as Cameron's Island, is in the Shoal Lake District and near the famous Mikado mine. He has other propositions, in the same vicinity, that promise equally as well. The veins are of the so-called "sugar" quartz, widening with depth, and the ore is free-milling. Expert assayists from different places give results of assays ranging from eighteen to fifty dollars a ton; this, in actual milling, would give very satisfactory results. A mill test of eighteen and one-half tons of ore from one of his properties gave eighteen ounces of gold, and the process of treating the concentrates would nearly double that output. When it is realized that this is surface rock and that all veins worked increase in richness with additional depth, some idea of the value of his properties can be obtained. Mr. Cameron has interests in the Man-



QUEEN'S HOTEL, RAT PORTAGE, ONT.

itou as well as around the Lake of the Woods, and he will be glad to answer any inquiries relative to his properties or to the district at large.

THE CATACOMBS OF RAT PORTAGE.

It is only a few years since Canada was looked upon as an agricultural country, but recent discoveries justify the expectation that Western Ontario will in the near future be accepted as one of the great gold-producing districts of the world.

When sufficient encouragement is given in any line to any particular place, then a town springs into existence and the question of housing and feeding the incoming travelers becomes one of paramount importance. In these latter-day times we look for, and expect to find, the best of everything while sojourning in a new town. The days of log shacks and rude tents are gone forever, and in their places are all the modern improvements that we are heirs to. We want a spacious office, comfortable beds, rooms well furnished, good ventilation, and wide halls. We want parlors with velvet furniture and a piano in tune. We appreciate a wide veranda, where, on summer evenings, we can sit and listen to the strains of some passing band, or gaze on the starlit waters of the lake. Electric lights must be there, and flowers in the many-windowed dining-room. If we do not get quite all these luxurious surroundings, we at least expect those comforts and conveniences which make one's sojourn at a hotel a period of blissful rest; and in this respect a guest is seldom disappointed.

All these are found at the Hilliard House, in Rat Portage. But it has remained for Louis Hilliard, the genial owner of this hotel and proprietor of the Hilliard opera-house, as well, to introduce something entirely new in the annals of hoteldom. Reference is had to what are known in Rat Portage as "The Catacombs." Not that Mr. Hilliard has copied after the famous catacombs of Rome; for, far from being a sepulcher for dead men's bones, the series of rooms in the hotel basement are for the occupancy of the wide-awake, energetic hustlers always to be found in Rat Portage, who of an evening, or if some important "deal" is "on," can talk with their friends in quietude and the utmost seclusion. Their like could hardly be found elsewhere. They are unique, and one going to Rat Portage should not fail to visit the Hilliard House and its famous "Catacombs."



LAKE OF THE WOODS VIEWS.—1. DEVIL'S GAP. 2. A MINING SCENE. 3 AND 4. VIEWS OF THE LAKE.

THE VETERAN'S DREAM.

Twilight reigned throughout the chamber
Where the weary soldier slept;
All around, the deepening shadows
In fantastic figures crept;
From the hob the flickering embers
Cast a soft, caressing glow
On a face all scarred and furrowed,
With a beard as white as snow.

On the wall a battered musket
In neglected fashion hung;
In a corner stood a saber,
Half-way from its scabbard sprung;
These, in cherished reminiscence
Of a glory that was past,
With the other phantom figures
Their uncertain shadows cast.

And as thus the veteran slumbered,
In the swiftly closing night,
Grand, mysterious visions opened
To his quickened inner sight;
And he dreamt the scenes enacted
Five and thirty years before—
Sprung from half-forgotten history
Into active life once more.

Dreamt of patriotic outbursts
In the nation's senate hall;
Of the clank of steel, of drum-beats,
And the martial bugle-call;
And he saw the nobler nature
Of a people strong and true,
In its loyal sons responding
To the call of "Gray" or "Blue."

Chattanooga, Chickamauga, Gettysburg
And Antietam,
In gigantic panorama
O'er his memory's canvas swam;
And he saw the deep battalions,
Formed from every rank in life,
Facing battle's untold terrors
To the sound of drum and fife.

And he saw how mighty leaders
From life's humbler corners sprung;
How their country's deadly peril
Genius from her children wrung.
Saw the great, unselfish spirit
Of the noblest race on earth—
Ever latent in its bosom—
To immortal deeds give birth.

Then the vision changed: The nightwind
On its frosty pinions bore
An appeal for help and succor
From a distant Southern shore;
And he dreamt the cry was answered
From a hundred thousand throats,
With a shout like distant thunder
Which upon the night air floats.

And he fancied that the spirit
Kindled thirty years before
Had awakened from its death-sleep
In the nation's breast, once more;
That the glorious flag of Freedom,
In her sacred name unfurled,
Spread its silken folds, protecting,
O'er the oppressed of all the world.

But the shades of evening deepened,
And the embers flickered fast,
And a pallor as of sadness
O'er the veteran's brow was cast;
For the never-erring instinct
Of his patriot soul had told
Of the later strife for power,
And the greed for place and gold.

And a wave of angry crimson
Flushed the veteran's countenance,
And beneath his shaggy eyebrows

Flashed a troubled, fiery glance.
Not for this our mothers yielded
Up the hearthstone's darling pride;
Not for this our daughters suffered,
And our sons and fathers died.

Blood-bought glory of our fathers!
Laurels of the immortal dead!
Shall the greatness you have conquered
Dim the luster you have shed?
Shall the heritage bequeathed us—
Fruit of an unselfish toil—
In the race for wealth be squandered—
Rot in vile corruption's soil?

Better far the cry of battle!
Take the musket from the wall,
Wrench the saber from its scabbard,
Sound the drum and bugle-call.
Cuba waits; Armenia's waiting;
The oppressed of all the world
Wait to see once more "Old Glory"
In the cause of right unfurled!

Dawn was breaking in the chamber
When the veteran soldier woke.
Gloomily he filled his meerschaum
For his early-morning smoke;
Grumbled at the cold, then started—
Of a sudden stricken dumb—

As he heard the well-known whirring
Rap-tap of a distant drum.

Crossing over to the window,
On the street below he saw
That which dimmed his sight a moment,
Made him mutter "pish!" and "pshaw!"
Mustered on the slushy pavement
Was a troop of merry boys
With a drum and fife, and other
Military-looking toys;

And a curly-headed urchin
Stepped in front to take command,
And another stepped behind him,
Chosen leader of the band.
Then they marched to tunes of "Georgia."
As down street they swiftly bore,
But the veteran's sight grew dimmer,
And he saw them soon no more.

But the feeling of depression,
Which had filled the veteran's breast,
Yielded to a new emotion
And gave place to peace and rest.
Still it lived—that nobler instinct,
Which his country glory gave,
And a newer generation
Will its tarnished honor save.

LEWIS P. JOHNSON

Thief River Falls, Minn.



"And he dreamt the scenes enacted
Five and thirty years before."



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

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THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

ST. PAUL, SEPTEMBER, 1897.

"THERE'S A GOOD TIME COMING."

Yes, and it's almost here now. The improvement in general trade conditions throughout the country during the past six weeks has been almost phenomenal. The jobbers are doing an enormous business. Factories long closed are everywhere starting up. Old concerns that have been running short-handed are taking on more men. The railways are full of business, both passenger and freight. Everybody is brightening up. People are moving about and buying goods as of old. It looks as if the whole country would be on the full tide of prosperous activity by next fall. The causes of the great change are evident. In the first place, the grain crops are good and a shortage in other countries produces the best prices known for many years. Then the settlement of the tariff question gives confidence to manufacturing and trading interests. Another cause is unquestionably the great gold output. Nothing puts fresh life into the channels of trade like an influx of gold. From the Rand, in South Africa, from Montana, from British Columbia, from Idaho, Utah, and from California and Arizona, come reports of the opening of new mines and the increased production of old ones. And, to crown all, come the wonderful Klondyke discoveries in the Far North. The flood of gold is fast washing away the last remains of the silver craze; so that even the most opinionated politicians who have been trying to ride the wave of a cheap money movement into office, are now giving up the attempt as hopeless. The veteran silver leader, Senator Stewart, of Nevada, advises his followers to get into the current of national prosperity and help it along instead of standing out at one side and waiting for legislation to rehabilitate the white metal. Certain it is that the world is going to have plenty of gold to make its exchanges with, and no calamity will come if silver drops to the rear and becomes only a subsidiary money metal.

Nowhere do the skies look brighter than in the Northwest. Our three great hard-wheat States are going to get at least thirty millions of dollars this year for their crop. Our mines

are active and profitable. Our lumber interests, which have been for a long time under a heavy cloud of depression, are experiencing the beginnings of a strong revival. Our railways are earning more money. All our commercial movements are now full and strong. By next year we may expect a new tide of immigration. We confidently predict five or six years—perhaps ten—of good times. There will be a chance to make some money; to start new lines of business and extend the old ones; to find buyers for real estate and settlers for vacant lands. Speculation will undoubtedly set in again, for the American race is buoyant and given to taking chances, and it is a long time now since there was any opportunity to make money save by hard work. Town lots will again be bought and sold and many balloon schemes be floated. After a time there will come another collapse, with another shrinkage in values and the failure of a multitude of rose-colored enterprises; but the men who went through the last storm will be very cautious about being caught again in a gale with all sails set. The money they make they will take good care of.

We have been encompassed by a long, dark night of depression; but now the day is breaking. Let us thank God and take courage, and let us profit in the future by the hard experiences of the past few years. We should be careful, however, not to throw stones in the way of the car of prosperity by croaking and excessive conservatism. Ours is still a new country and there is lots of work to be done to develop it. The men who will take hold of this work with energy and cheerfulness are the men who will get ahead and profit by the change in conditions and in the temper of the public mind. The prizes will go to the venturesome and the confident, not to the timid and the hesitating. There will be just as good prizes, too, and just as many, as were secured during the great boom decade from 1880 to 1890. Our farming country will fill up and our cities and towns will have a new growth. New mines will be opened and new railways be built. In all lines of business effort there will soon be great activity.

CANADA'S YUKON REGULATIONS.

The Canadian Government, through its Interior Department, has recently put forth a series of regulations for mining on the Klondyke and other creeks that empty in the Yukon, the object of which is to enable the Government to get some part of the wealth which is being taken out of that region.

The Minister of the Interior is the Honorable Clifford Sifton, whose home is in Brandon, on the prairies of Manitoba, and who, probably, has never seen a placer mine. The first of these regulations changes the size of mining claims which the miners on the Yukon River have established for themselves in accordance with long-existing custom. The present amount of ground which each miner can claim on condition of working it is a frontage of 500 feet along the creek where placer gold is found and extending in each direction so as to run across the entire valley, or, in accordance with the miner's phrase, "from rim-rock to rim-rock." Mr. Sifton proposes to cut this down to 100 feet frontage, and to this there seems to be no great objection. The phenomenal richness of the Yukon is such that 100 feet in width of this precious ground seems to be a fair and liberal allowance to each miner. The second regulation, however, raises a storm of protest. The Canadian Government proposes to reserve each alternate 100-foot claim as its own property. This seems to the miners, who take their lives in their hands and brave the terrors of an arctic winter for the sake of an opportunity to work three months in the summer when the

ground thaws out, to be exceedingly illiberal. It contravenes the established mining customs of the United States and Mexico. Furthermore, it seems impractical of enforcement. Miners who discover placer gold in the bed of a stream cannot tell which ground they can claim as their own under the proposed arrangement, because there have been no surveys along these streams and it would be impossible for them to determine which of the 100-foot frontage claims are open for their occupancy and which belong to the Canadian Government. The miners themselves have everywhere in placer regions adopted a very simple system for defining their rights and preventing interference. The first claim opened upon any stream where placer gold is found is called the "discovery claim," and all later claims are numbered in their order either up or down the stream from this original claim. Thus, if a man has claim No. 7 below or No. 15 above, he knows exactly where it is, and all miners recognize his right to that particular piece of ground. It becomes his property as long as he puts in a certain amount of work on it every year. If he fails to work it, he forfeits the claim to any other man who chooses to take it up. The third regulation of the Canadian Government is even less defensible than the proposition to hold possession of one-half of all the placer ground discovered. In order to get some portion of the wealth of the Klondyke Country for itself, the Government proposes to levy a royalty-tax on all the miners, taking ten per cent of the product of every claim which yields less than \$500 per week, and twenty per cent of the product of all claims yielding more than that amount. How it is going to collect this royalty is not evident. The miners who have washed out the gold and hidden it in their cabins will not be likely to report to some Canadian official just how much they have obtained and hand over to him one-fifth or one-tenth of the gold. Perhaps it is proposed to station custom-house officials at such points as the miners must pass when they leave the region and there make a search of their persons and boxes for the purpose of collecting the royalty. If this be attempted there will be a good deal of smuggling of gold out of the country, and the miners will not be long in discovering routes of exit by which they can evade the custom-houses. They will not willingly yield a large part of their earnings in the form of an oppressive royalty-tax, which will seem to them unreasonable and unjust.

There is another feature of the Alaskan situation which is likely to cause a good deal of trouble. The boundary line between Alaska and Canada is the 141st meridian of longitude, but this has never been surveyed and nobody knows just where it runs or at what points it crosses the gold-bearing ground along the creeks which flow into the Yukon. The miners in that region are nearly all Americans, and they will be pretty sure to give themselves the benefit of the doubt as to whether their claims belong to British or to American territory whenever the Canadian tax-collector comes around. They will be numerous and courageous, and, when they claim the protection of the Stars and Stripes, the squad of mounted policemen which Canada has sent to the country will not be likely to trouble them. Next summer there will no doubt be an official demarkation of the boundary line between the two countries. Until this line be definitely drawn, it will not be wise for Canada to attempt to deprive American miners of rights which have the sanction of old custom in all the mining districts of the United States. The papers of the western part of the Dominion condemn the new regulations. The Vancouver News says that from both a

practical and an administrative point of view the Government's policy of reserving the alternate claims is neither feasible nor will it facilitate the development of the mining industry. The *Winnipeg Nor-Wester* speaks of "those idiotic regulations." The *Victoria Times* begs the Government to be careful not to kill the goose that lay the golden egg by placing too heavy restrictions on the miners now flocking by the thousand to the North. The *Revelstoke Herald* says that these regulations bear the mark of "the bumptious ignorance of the new hayseed Minister of the Interior. Even the Government organs warn the Canadian Government against the folly of attempting to enforce these absurd regulations, and they will probably be revoked before the season closes.

A NEW NORTHERN PACIFIC PRESIDENT.

The financial powers that control the Northern Pacific Railway have finally, after long delay, agreed upon a man to take the place of Mr. E. W. Winter as president of that company. Last May Mr. Winter resigned on account of the reported ascendancy of Mr. J. J. Hill in the stock of the road and the apparent success of his plans to control its general policy. Ever since then he has been performing the duties of the position, impatient to be relieved of its burdens and responsibilities. The new president is Mr. Charles S. Mellen, a veteran railroad man of long service in both the East and the West. His selection is taken by Wall Street to be virtually a compromise between the new Hill interest in the road and the old Morgan control. Mr. Hill wanted for president his friend, Daniel S. Lamont, formerly Secretary of War. To this arrangement Mr. Morgan objected, but he assented to making Mr. Lamont vice-president and to naming for president a practical railroad manager to whom Mr. Hill had no objections. The Northern Pacific, we are assured, will continue to be run as an independent road and will not be controlled by the Great Northern's chief executive. The two rival roads, however, will maintain very friendly relations with each other and will work together in many matters for their mutual advantage.

Mr. Mellen was born in Lowell, Mass., in 1851. He is not a relative of W. S. Mellen, the late general manager of the Northern Pacific. He entered the railway service at the age of twenty-one as a clerk in the cashier's office of the Northern New Hampshire Road. Since then he has been constantly in service and has been connected with a number of roads, including the Union Pacific, of which he was purchasing agent, assistant general manager and general traffic manager successively during the period from 1888 to 1892. His latest service was as second vice-president of the New York, New Haven and Hartford Railroad, which position he resigned to come to the Northern Pacific. He is a man of ripe experience and good judgment, and he will have the advantage in his new place of a thorough acquaintance with Western conditions, gained while he was on the Union Pacific. Colonel Lamont, the new vice-president, takes a position created for him by the board of directors and will have his office in New York, where he will look after the finances of the company. President Mellen will reside in St. Paul and will undertake the active management of the road. He comes into office under very favorable conditions. The earnings of the Northern Pacific are improving rapidly and there is evidently a new era of development and good times ahead of it. Its physical condition has been greatly improved under the receivership and the management of Mr. Kendrick and Mr. Winter, and it can now



CHARLES S. MELLEN, THE NEW PRESIDENT OF THE NORTHERN PACIFIC RAILWAY.

do business at a smaller expense than ever before. Thus Mr. Mellen will be in a position to make a good record at once on gross earnings and operating expenses. He is a vigorous, energetic man, and a master of his profession. As a brother-in-law of Traffic Manager Hannaford, he will have the advantage from the start of the knowledge of the Northern Pacific country and its people and industries possessed by one of the veteran officials of the road. Mr. Hannaford came into the Northern Pacific service when the first construction was in progress on the road in Minnesota. That was in 1872, and he has been with the road ever since.

Before planning for future work, Mr. Winter intends to take the first resting-spell he has had for twenty years. The Northern Pacific Board, prior to the election of his successor, passed a resolution highly complimenting him for his loyalty and efficiency.

A RAILROAD VICTORY.

By the decision of Judge Carland denying temporary restraining order against the railroad commissioners of South Dakota, who wanted to reduce passenger and freight rates, the railroads won a great victory. Under the contention of the commissioners, rates would have become operative on a day fixed by them. The companies would not have known what the rates were, nor would they have had time to notify agents and amend tariffs; yet they would have been liable, in the case of each shipment, to a fine of \$5 to \$5,000 and subject to proceedings of forfeiture of their charters. Besides declaring all proceedings of the commission void, because taken before July 1, when the law on which they proceeded took effect, the court held that the law requires that public notice of the rates be given to secure to the roads a right to examine the rates and to chal-

lenge their reasonableness, or to put them in force in time to avoid the severe penalties of the law.

LAND COMMISSIONER PHIPPS, of the Northern Pacific, in making up his annual report finds that his company made more sales of land to individual purchasers last year than in any previous year of its history, and that its aggregate sales have only been exceeded in two years since 1885. This is a very interesting statement. It shows that the new movement of settlement to the Northwest has not only begun, but that it is already running strongly. The individual purchasers were nearly all actual settlers. There is now no speculative movement for investment in wild lands. People buy only to make homes. The purchasers of Northern Pacific lands during the past year have been farmers coming from Virginia, Ohio, Pennsylvania, Indiana, Illinois, Missouri, Kansas, Nebraska, Iowa, Wisconsin and Southern Minnesota. The present high prices for grain will be sure to bring a large accession of settlers next year. This important immigration movement is one of the many signs that show that we are on the eve of another great epoch of Western development. The hard times are over and it is entirely safe now to buy real estate and start the wheels of progress in every direction.

ALASKA DISTANCES.—The majority of the people have no conception of the great area of that Territory which, belonging to Great Britain and the United States, is generally called Alaska. It is rather hard to conceive that the country of the Yukon is as large as the whole United States East of the Mississippi River, and that it is longer than a trip to Europe before they reach the Bering Sea, into which the mighty and now famous Yukon flows.



A NATIONAL Sanitarium Association has been formed in Canada to assist the consumptives to seek recovery by going out into the dry and pure air of the far West. This leads us to again call attention to the fact that the arid belt of the interior of the State of Washington, including the Lower Yakima Valley and the Valley of the Columbia from Wenatchee to Pasco, is undoubtedly one of the best natural sanitariums in the world for the cure of all diseases of the air passages and lungs.

ACCORDING to the *Wall Street Journal*, the Northern Pacific annual report now in preparation will show net earnings for the past fiscal year in the neighborhood of \$6,500,000. This will clear all the fixed charges under the reorganization plan. The result is all the more gratifying from the fact that a good deal of money has been spent on permanent improvements that will considerably decrease operating expenses during the coming year. It looks now as though the preferred stock would get a dividend of three or four per cent at the end of the current year.

"A LOAFER and tramp is a worse load upon society than a French or a German soldier can be, but people do not see that point as clearly as they will one day," wisely remarks the *North-west Farmer* of Winnipeg. We are a patient and a long-suffering people, but the time is not far distant when our farmers and village folks in the West will organize a movement to seize upon the tramps that infest the country and put them to work breaking stone and making good roads. That will speedily end the intolerable evil of feeding a horde of able-bodied, lazy ruffians who now terrorize the country districts.

AT the recent Farmers' National Congress, held in St. Paul, Mr. J. J. Hill expressed the hope that within a few years the entire wheat crop of the Pacific Coast will be marketed in China and Japan in the form of flour, instead of going to Europe to compete with the crop of the country east of the Rockies. If this hope should be realized, it would no doubt add ten cents to the price obtained for their wheat by our Minnesota and Dakota farmers. The Pacific Coast crop amounts to about 50,000,000 bushels, and if the population of a single province in China should take to flour as food, instead of rice, they would consume this entire amount of wheat.

SINCE its first organization under the charter act of 1864, the Northern Pacific has had eleven presidents. In their order they were Messrs. Perham, Smith, Cass, Wright, Billings, Barney, Villard, Harris, Oakes, Winter, and Mellen—all men of strong individuality and force of character. It has gone through two bankruptcies and reorganizations. The first converted the original thirty millions of Jay Cooke bonds into preferred stock; the second reduced the bonded debt and interest charges very materially, cutting down the latter about forty per cent. The company now appears to have entered upon an era of safety and increasing

prosperity. It still owns about two-thirds of its original land-grant, and it has nearly twice the mileage contemplated in its original charter.

GOOD prices for wheat will undoubtedly produce an increase in the current prices of Northwestern farm-lands. There is now but little good prairie land left for original settlement that is adapted to wheat-growing. North Dakota has probably the largest amount. South Dakota has a great deal of vacant land, but most of it lies west of the line of reliable rainfall. Minnesota still has room for thousands of farmers on virgin prairie soil and in lightly timbered districts. The wheat region of Washington is only thinly settled, but the total area is not large. With the rapid increase in the population of the United States and the constant stream of immigration from Europe, the time is close at hand when all unoccupied land will be in demand and when there will be a considerable increase in the values of all old farms.

HELENA has a public library that is a credit to all Montana. It occupies spacious quarters in what is known as the Auditorium. The library comprises a reading-room, a reference department, an open-shelf room and a very large room for the library proper. Nearly eighty thousand volumes are loaned annually. Of this great number about 9,000 of the best books are on the open shelves, where the public can examine and select from them at pleasure. In the reading-room, which is open from 8:30 in the morning until ten o'clock in the evening, are over 500 newspapers and periodicals from every quarter of the globe. The rooms are light, well furnished, and under very popular and efficient management. Judiciously selected and well-conducted public libraries are useful auxiliaries of the public schools and generally betoken high moral and intellectual progress.

ALL the cranky propositions brought before the recent Farmers' Congress in St. Paul originated in the Iowa delegation. That State is peculiarly fruitful in political heresies. One of these propositions coupled a resolution for postal savings banks with an endorsement for Government loan offices to loan the money deposited "at low rates of interest to the people." This would, in effect, be for the Government to gather up the savings of the industrious, thrifty and economical classes and loan them without security to the lazy, wasteful and improvident, who cannot borrow money of their neighbors or of the banks, because their character is too well-known. The congress had a large majority of conservative, level-headed members, and they sat down hard on this proposition. A resolution favoring Government ownership of all trunk-lines of railroads was also rejected by a heavy adverse vote.

SEVERAL of our exchanges that are published in thriving towns of five thousand to nine thousand population, have recently spoken favorably of local projects for the erection of modern buildings called flats. It seems to us that Northwestern building interests are better conserved when local enterprise puts its money into comfortable, moderate-priced detached homes. A flat, though it be a small one, is a community of antagonistic interests, and sooner or later this spirit of antagonism will manifest itself. One is never at home in a flat; it is, at best, only a place where one's family rooms. Such things may be well enough in large cities, where desirable building sites are high priced, but for smaller towns there is nothing that takes the place of cozy detached homes, where every family can be independent

beneath its own roof, and find pleasure in its own garden or upon its own well-kept lawn. Such homes increase realty values, add to the wealth and to the attractiveness of towns, and provide far more healthful environments than can be found within the walls of a flat.

UP in Grand Rapids, Minn., a lively little town of 2,000 souls in Itasca County, reached by the Duluth, Superior and Western Railway, preparations are being made for a grand moose and deer hunt extending from Oct. 29 to Nov. 10. The Grand Rapids gun club has sent its invitations everywhere, and there are indications that the hunt will be a memorable one. THE NORTHWEST MAGAZINE is not at all certain that these large annual hunts are the best thing in the world for the State's game interests. Notwithstanding the fact that moose and deer have been protected by the State law for several years past and that they have undoubtedly increased in number greatly, it is not believed that they are so numerous as to warrant their wholesale slaughter by sportsmen who shoot and kill only for pastime. To kill such noble game for food, is one thing; to kill them for mere diversion is quite another thing. The law may permit such useless slaughter, but it is believed that public opinion will frown upon the wanton destruction of these inoffensive and none too numerous denizens of our northern forests.

A NOVEL idea comes from Editor Beckman of the *Pacific Lumber Trade Journal*, published in Seattle, Wash. In order to make a proper display of Washington's timber resources at the Trans-Mississippi Exposition at Omaha, next year, he suggests that a log containing 10,000 feet, board measure, be shipped to Omaha and be left on board the car in the grounds for some time during the exposition. On a certain day he would have it announced that the log will be converted into a house. A saw-mill exhibit will be on the grounds, and the two could be worked in conjunction. After such a log is squared there would still be enough material in the slabs to make the shingles of. The siding, flooring and finish for a story and a half cottage could all be sawed from the big log, and the lumber could be dressed in the planing-mill exhibit before being put into the structure. If there should be a pulp and paper-mill exhibit at the exposition, Mr. Beckman would have the refuse of the log converted into lining and wall-paper for the house. Other industries of the State might contribute toward the furniture and decorations of the house, and thus would be given a practical demonstration of Washington's splendid resources.

THE Manitoba Provincial government is doing a good deal of effective work in getting new settlers to go upon the unoccupied lands of the Province to engage in farming and stock-raising. The office of commissioner of immigration, long held by Premier Greenway, is now in the hands of W. F. McCreary, whose portrait we give on page 25. He is an energetic man who understands thoroughly the resources of all parts of Manitoba and has a cheerful way of presenting its advantages that is sure to win the attention of new-comers. The recent opening of the Dauphin Railway, running through a good country almost without settlement, gave Mr. McCreary an opportunity of showing what he could do. He organized excursions to the Dauphin District, got the newspapers interested in writing about it, and in a few weeks' time planted hundreds of settlers' families there. This new region is a rolling prairie, well-watered, and dotted with small groves of timber. It produces large wheat crops and is



W. F. MCCREARY, MANITOBA'S NEW COMMISSIONER OF IMMIGRATION.

a good stock and dairy country. From a bulletin recently issued from Commissioner McCreary's office we note that there are now in operation in Manitoba twenty-eight creameries and thirty-one cheese factories. This is an encouraging fact for the creamery movement in Northern Minnesota and North Dakota, which is developing rapidly of late.

It is written that the "bronco," the "cayuse" and the "mustang"—call them what you will—have had their day. They are hardy, but they are undersized. They will live on less material substance than other animals, but they are neither dignified nor graceful. For these and for various other reasons there is no demand for them and they are turned out on the plains to starve or to survive as fate may dictate. But for the well-bred American horse there is and there always will be a need. No one neglects a good horse. The bicycle craze may go on and it may possibly go off, but the horse will continue on the even tenor of his way and his seed will never know want. Just now there are great demands for good American horses in England and in Continental Europe. Nearly 40,000 well-bred horses were shipped from this country to Europe in 1896, and the demand continues unabated. The prices paid range from \$55 to \$150 and upward. American horses are valued for their powers of endurance as well as for their life, style and action, and for these reasons they are in demand for military as well as for purely domestic and business purposes. Northwestern farmers and ranchmen may not find it profitable to harbor the outlawed cayuse, but they may yet find it very much to their interests to raise and to breed a superior line of the horse Americana.

THE outgoing administration of the Northern Pacific leaves the road to its successor in much better condition for doing business economically than it has ever been in during its entire history. About fifty-two miles of wooden bridges have been replaced during the past two years with steel structures or with earth embankments. The reduction of grades has increased the train tonnage on the different divisions from fifty to two hundred and fifty per cent, so that on an average a locomotive now pulls fully twice as many loaded freight-cars as formerly. Another great economic improvement has been in increasing the carrying capacity of 5,300 freight-cars by strengthening them so that each car now carries 10,000 pounds more than it used to carry. This has added nearly one-fourth to the work done by the old equipment. The cost of these improvements has been very light. In the replacement of the

fifty-two miles of old wooden bridges with permanent structures, only \$119,000 more has been expended than would have been paid out to put up new wooden structures where the old ones had outlived their usefulness. In brief, a great transformation has been effected in the physical condition of the entire Northern Pacific property. The credit for this work belongs especially to President Winter, to General Manager Kendrick and to Chief Engineer McHenry.

THE question of a railroad to Behring Strait to connect with the Russian Government's line to Kamchatka is already beginning to attract public attention. Such a project would not be a bit more daring than was the scheme for building the Northern Pacific when it was first brought out. The American and Asiatic railroad would start from Puget Sound, run to British Columbia, follow the Fraser River far north, cross a mountain-pass to the Yukon and run down that mighty river, past the Klondyke gold-fields, to its mouth. Recent researches show that by using the islands near the strait there would be only three miles of open water to cross at the widest point between land and land. That would be a small affair for a car ferry. If the water freezes solid in winter, tracks could be laid on the ice, as was done across the Missouri at Bismarck in the early days of the building of the Northern Pacific. Once on the Asiatic mainland, there would be unbroken rail connection by way of Siberia with all European cities. Fancy starting from New York, Chicago or St. Paul in a Pullman sleeper bound through to Paris without change! Such a railroad will undoubtedly be built in time. The next great forward movement in this country will witness its beginnings. It will develop the whole of Alaska and will pay from its start in the business it will get from that region. Once completed, its European traffic will be enormous, for it will banish all the terrors of storms, sea-sickness and wreck now inseparable from a trip across the Atlantic.

THIS has not been a great wheat year for Minnesota and the Dakotas. Only in the Pacific Northwest has a heavy crop been har-

vested. In our near wheat regions the threshing returns do not bear out the hopes of the farmers, and the average yield for all the area sown will not probably exceed eleven or twelve bushels per acre. But, while the number of bushels threshed has been disappointing, the money value of the crop will exceed all expectations. The price is fully twenty-four per cent better than it was at this time last year, and the farmers are happy. They are reducing their mortgages and paying off their store debts. They expect a year or two more of high prices, at least, and will sow a larger acreage next year. There is lots of money in wheat when it brings eighty or ninety cents at the country elevator, even when the yield is light. With the Northwestern farmers times are already good, and the villagers and townfolks are sharing in the general rural prosperity. It will soon come the turn of the cities. By the time another year has gone by, the shadow of the great business depression will have fully passed from off the face of the land.

A SPECIAL CREATION OF NATURE.

It has taken a good many years for the American people to begin to appreciate the Yellowstone Park, but if this summer is any indication they are beginning to find out that they do not have to leave the United States to enjoy the most wonderful of all natural scenery, says the Helena (Mont.) Independent. The Yellowstone Park appears to have been a special creation of nature, a sort of playhouse or studio in which she worked during moments of inspiration and when she had material too startling and freakish to put anywhere else. The park appears to have been the result of a great sleight-of-hand performance by nature. It is a continuous succession of transformation scenes, a panorama of beauties, wonders and freaks of nature, creation's kaleidoscope. To other places nature has given little presents of toys; she emptied her Santa Claus bag in Yellowstone Park. People who have traveled over the remainder of the world do not know what natural scenery is until they go through Yellowstone Park.



Courtesy Southside Printing Co.

U. S. GOVERNMENT BUILDING, MILWAUKEE, WIS.

"THE FINEST TRAINS ON EARTH."

This was the name given by George M. Pullman to the two superb trains which were constructed in his shops and put into service on the Burlington Road on June 2 to run between Chicago and St. Paul and Minneapolis. These trains are unquestionably the best examples of the highest skill and art in the building of railway equipment to be found anywhere in the world. They embody all the best and newest devices and ideas of the Pullman establishment, and the best and finest artistic taste at the command of that concern. They are not designed for millionaires and aristocrats, either, but any plain traveler who pays his \$2 for a sleeping-car berth enjoys all the luxuries and comforts of these new trains. Each train consists of a combination buffet and baggage-car, a compartment sleeping-car and a sleeping-car of the ordinary Pullman fashion, and a dining-car. Outside, all the cars are of the standard Pullman dark green color. If you have booked yourself for a berth in the ordinary Pullman car, you will notice at first that the interior work is all of highly polished vermilion wood and that there are no surplus draperies to catch the dust and no intricacies of carving in nooks and corners put in for looks. The general effect is very simple and at the same time very rich and handsome. When the train starts you will observe that the car runs very smoothly and easily. This is owing, first, to the good road-bed and track, and, second, to the excellent running gear of the car. The whole train is lighted by electricity and also by the Pintsch gas system. If you wish to read with a perfect light, the porter screws an electric bulb into a socket close to your shoulder and, instantly, you have a light just where you want it, shining directly on your book or paper.

The sleeping-cars are about seventy feet long, from platform to platform, and the saloon between the toilet and smoking-rooms is fifty feet from end to end. The monotony of this long room is broken by an archway of oriental design in the center. There are sixteen sections in

each sleeping-car. The seats, or berths, as they may be used, are of extra length and are upholstered in blue plush which harmonizes with the ceiling, with gold and blue for background.

While your berth is being made up you will be told that dinner is ready in the dining-car, which proves to be immediately in the rear and

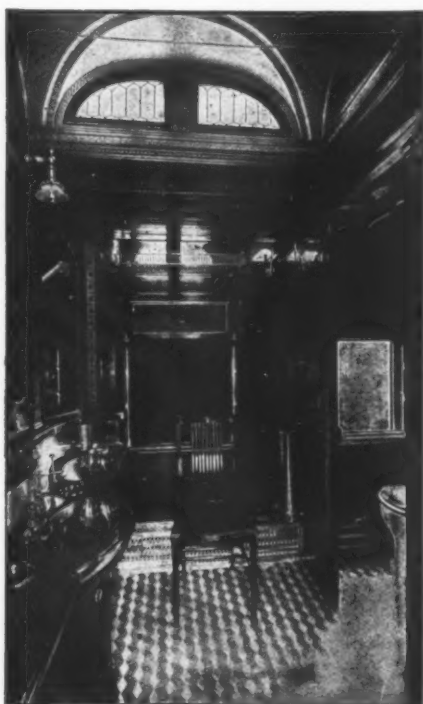
especially the case with breakfast. A good many travelers are not prepared, immediately after getting out of their berths, to get a one-dollar breakfast. All they want is a cup of coffee with a roll or oatmeal, or perhaps some meat and berries, and they find that they can get all these things for perhaps half a dollar in the Burlington diners. The decorations of the dining-cars are all of gold, in beautiful design. All the gold and silver plate have been made especially for the Burlington service and are unusually heavy. The tables are supplied on every trip with fresh flowers, and the service is everything you can desire in the way of promptness and care. After dinner you stroll forward through the car and across the vestibuled platform into the buffet car, which you find to be furnished with wicker-work chairs in a variety of easy and comfortable shapes. Here you can settle down for a smoke, or for most any kind of drink you may wish to order. You will find the latest illustrated papers and magazines and directories of the principal cities of the country, and you are pretty sure to meet good company for conversation.

You will, of course, want to take a look at the compartment car before going to bed. This is the acme of sleeping comfort on the road. It is about seventy feet long and is exceedingly handsome in its decorations. Each stateroom is a complete bedroom in itself, and is as comfortable as a room in a good hotel. It has full toilet and sanitary facilities artistically concealed in a cabinet and under luxurious plush-covered ottomans. The traveler in one of these compartments can undress and go to bed with as much seclusion as in his own room at home. He puts his shoes outside the door, locks the door and knows that his rest will be undisturbed until morning. There are two drawing-rooms in this car, and, in addition to the two berths contained in the staterooms, each have a grand sofa which in the night can be turned into a luxurious bed, thus affording extra accommodations, so that a family of three finds plenty of sleeping space without using the upper berth. Staterooms and drawing-rooms are finished in

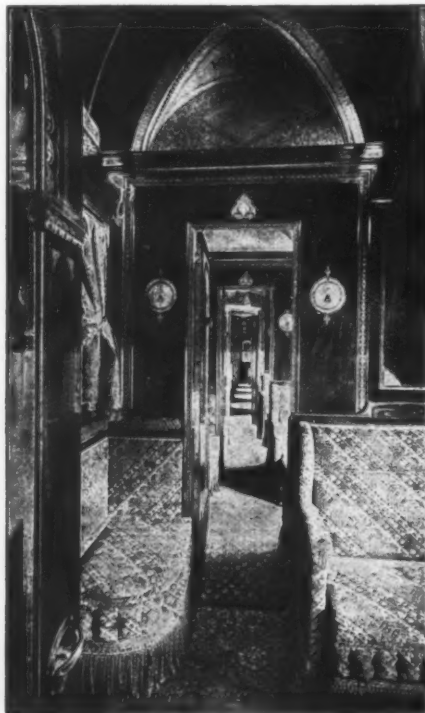


Interior of a buffet library car.

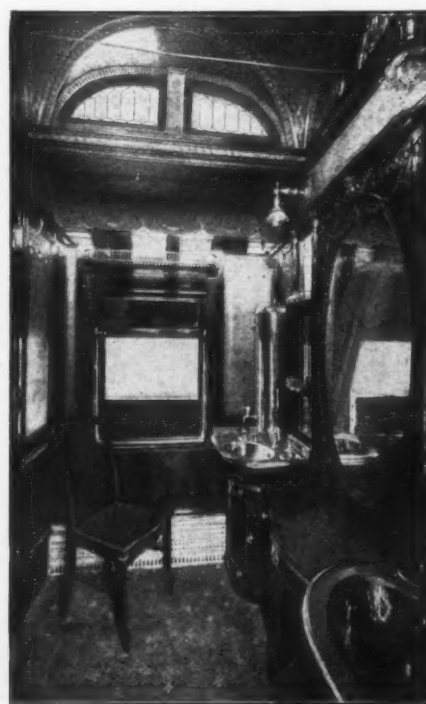
is equipped to prepare meals for sixty or seventy guests. The a la carte system is adopted in these dining-cars, and it has proved to be very popular. You pay for only what you order, and the prices are very moderate; you can get a light luncheon or breakfast for twenty-five cents, or you can run your order up as high as you please. A good many people dislike to pay a dollar for a light meal in the dining-car, and much prefer the a la carte system. This is



Men's toilet in an "open" sleeper.



View in "compartment" sleeper.



Ladies' toilet in "open" sleeper.

"THE BURLINGTON'S" NEW LIMITED EXPRESS.



View in an "open" sleeper and interior of a chair-car on "The Burlington's" new limited express.

different kinds of hardwoods, such as vermilion wood, St. Jago mahogany, Tobasco mahogany and Circassian walnut. The ceilings are decorated in silver and gold on a background of Nile green. When you are finally ready to go to bed, you realize that all Pullman berths are by no means alike and that it is a great comfort to be lodged in one which is new and fresh—with a thick mattress and with fine, cool linen sheets and pillow-cases. If you are traveling from Chicago to St. Paul or Minneapolis you will be called by the porter about the time the train reaches Prescott, and after washing in a toilet room which has four basins, where you will not have to wait for some slow-going passenger to get through with his ablutions, you at once go to the buffet car and settle yourself in a comfortable seat to order a good light breakfast, which, although it is cooked to order, is served in a surprisingly short space of time. Everything is good and palatable, and by the time you have smoked your cigar and enjoyed the beauty of the Mississippi scenery which rolls out before your window in a grand panorama of fields, woods, pastures and water, you will be pretty near St. Paul and you will notice that your journey has been so comfortable and luxurious that you do not feel the fatigue which usually accompanies a night in a sleeping-car. When you are wide awake, you will be apt to notice the very handsome marquetry work employed in the cars, where the natural colors of about seventy different kinds of woods are employed with beautiful artistic effect. If you have occasion to write a letter, you will find paper, envelopes, pens and ink in the buffet car; and there is so little motion in the car, even when running forty miles an hour, that you have no difficulty in writing a legible letter. The journey on one of these superb trains sets the passenger to wondering what will be the next great improvement in railway travel—how it will be possible to make any great improvement on the comfort and conveniences of the Burlington Road. Unless an entire hotel can be set on wheels, it is hard to imagine what more can be done to make flying across the country in railway trains an easy and attractive experience.

One of these handsome Burlington trains leaves Minneapolis at 7:20 every evening and St. Paul at 8:05 and arrives at Chicago at 9:25 the next morning. The time for leaving Chicago is 6:30 in the evening, and the train reaches St. Paul at 7:45 in the morning.

There is one satisfaction in traveling on the Burlington: You may be perfectly sure that you have the very best and finest cars to ride in that ever stood on wheels, and that every single feature of these cars is the result of a half-century of evolution in railway equipment.

AN AUSTRALIAN CANCER CURE.

It now looks as if Dr. R. Branch, the Australian cancer and tumor specialist, whose offices are at No. 34 East Seventh Street, in the Phoenix Building, and whose sanitarium is now open the year round at 1205 Churchill Street, Como Park, St. Paul, can cure tumors and cancers without the use of knife or surgical instruments, and without danger of their return. Doctor Branch's method of treatment is known only to himself and to an Australian doctor who taught it to him. Cancers, these doctors say, are caused by microbes in the blood. Kill the microbe—destroy the virus, and you cure the patient. That the remedy does all this is a fact which appears to have been established beyond doubt. Since coming to St. Paul, Doctor Branch has treated 105 cases and has effected complete cures in every instance. So far as this country is concerned, the remedy is known to no one else. It matters not whether these growths be internal or external; in either case a cure is effected without any surgical operation whatever. The time required to effect a cure varies, of course, with the nature of the cancer and the physical condition of the patient. Sometimes a cure is brought about in three days, or in a couple of weeks; but the average length of time required is about thirty days. Miss Lizzie Lee, who lives at 530 Bradley Street, St. Paul, informed the writer that, eight years ago, a tumor began to cause her a great deal of pain and anxiety. She was treated by one of the regular local practitioners, and finally submitted to an

operation. The tumor was removed, but nine other tumors returned. A second operation followed about two years ago, upon which forty-four tumors and three cancers made their appearance. For eight months she was confined to her bed—paralyzed on the entire right side, and suffering intense pain. While in this condition she heard of Doctor Branch, and on Jan. 12, 1896, she began taking his treatment. At the end of sixteen days she was able to sit up, and within thirty days the paralysis was entirely gone. She improved constantly, and she is now a well woman. When Miss Lee began this treatment she weighed about 100 pounds; today she is a strong, healthy-looking woman and weighs at least 140 pounds. The foregoing is testimony received from Miss Lee's own lips, and she will take pleasure in repeating it to any interested person.

WISCONSIN FARM-LANDS.

Cypreansen Brothers, dealers in farm-lands, constitute one of the leading real estate firms of Eau Claire, Wis., and deal extensively in farm-lands in the northern part of that State. They are also agents for the Omaha Railway lands and other tracts in the western and northern portions of Wisconsin. This firm offers lands to intending settlers at \$2 per acre and upwards—on the partial-payment plan, and invites correspondence from all who are seeking profitable investments or a future home. They should be addressed at 122 South Barstow Street, Eau Claire, Wis.

HE SHEDS HIS SKIN.—John H. Price, of Philipsburg, Mont., is probably the only man in the world who gets a new skin every year. He is recognized by the medical profession as a phenomenon. The shedding of his skin always begins on the 24th of July. It never has failed to begin on that date. Physicians are utterly unable to solve this freak of nature, and Mr. Price is himself as ignorant of the causes thereof as the rest of the world. The change of cuticle is effected without pain and with but little inconvenience.

WHERE THE KLONDYKE DIGGINGS ARE.—Many persons seem to be under the impression that the now famous Klondyke diggings, so frequently referred to as the "Alaska placers," are in Alaska. This is a mistake. The Klondyke District is in British Columbia. It is about fifty-five miles up the Yukon River from Ft. Cudahy, and on the Klondyke River, which flows into the Yukon from the east. This stream is swift, about 150 miles long, and too shallow for anything but very light craft.



THE PHOENIX BUILDING, ST. PAUL, DR. BRANCH'S HEADQUARTERS.

IN THE BUSINESS WORLD.

A German Bank Consolidation.

The following article, which we copy from a recent issue of *Bradstreet's*, has a special interest to Northwestern readers on account of the large interest of the Deutsche Bank in the securities of the Northern Pacific Railway. With its added strength, this great financial institution may be the more disposed to support new enterprises for the further development of the Northern Pacific country:

"News comes from Berlin that the Deutsche Bank has concluded an arrangement involving the amalgamation with it of two large provincial banking institutions. The effect of this will be to make the Deutsche Bank the largest financial corporation in Germany. As it already holds an unquestioned rank as the most enterprising institution of its class in that country and possesses the largest influence outside of the confines of the empire, the new move would be of great interest under any circumstances. To the American markets, however, it has special significance, because the management of the institution in question has long been largely interested in American railroad securities, and its influence in connection with the affairs of some of our leading roads, notably the Northern Pacific Railway, has been virtually supreme. The recent reorganization of the last-named company was largely carried out under the auspices of the Deutsche Bank and the financial group, so-called, composed of banks, bankers and investors which follow its lead in such matters. At the same time, the holdings of the same interests in a number of other important companies, including the Union Pacific and the auxiliary companies of the former system of which that road was the center, are very considerable, and its attitude is therefore a matter of no small importance in our financial markets, both with respect to investment and speculation.

"The consolidation just decided on involves two large provincial banks, the Bergisch-Markische Bank, of Elberfeld, and the Schlesischer Bankverein, of Breslau, the share capital of the former amounting to \$10,000,000 and of the latter to \$8,000,000. Both the acquired properties will, however, retain their individuality, the union of interests being effected by the purchase of their shares by the Deutsche Bank on terms which have been ratified by the directors of the other two concerns, and which, according to latest advices, their stockholders will doubtless approve. Stock of the Deutsche Bank is to be given for the present holdings, the exchange in the case of the Bergisch-Markische being made on the basis of eighty per cent of the existing capital and in that of the Schlesischer Bankverein at sixty-six and two-thirds per cent. To carry this out the Deutsche Bank contemplates an increase of \$12,500,000 in its own share capital, now \$25,000,000, and the amount when the "deal" is accomplished will be \$37,500,000, making it the largest private financial institution in point of capital in all Germany, the Imperial Bank of the Empire, the next largest banking institution, having a

capital of \$20,000,000. It should be noted that the balance sheet of the Deutsche Bank at the end of 1896 showed, besides the capital of \$25,000,000, a reserve of some \$9,500,000, and that its deposits were \$75,000,000, with other liabilities to the amount of about \$34,000,000. Against this its assets included \$13,000,000 cash, \$112,500,000 of loans and \$14,000,000 in securities. It will thus be seen that the institution, even before the contemplated addition to its business, was one of no ordinary magnitude, the figures illustrating the fact that financial business in the German Empire is centralized more or less in the hands of large institutions with enormous capital and transactions, instead of being, as in the United States, scattered among a multitude of smaller banks and institutions.

"It is well to observe that the Deutsche Bank is not a bank of issue. That function is exercised by the Reichsbank, or Imperial Bank of Germany, instituted in 1875, although it existed as the Bank of Prussia as far back as 1765. There are, however, eight other banks of issue in the empire, belonging to the separate States which were united in the German Empire. The Deutsche Bank is purely a financial and discount institution, exercising, so far as such functions are concerned, the same power as our trust companies. It may also be mentioned that the Deutsche Bank paid ten per cent dividends on its capital for the past two years, and is under a capable management, which enjoys the confidence of the home public as well as the respect of the financial world in the many countries where, directly or indirectly, its enormous influence is felt.

"It may be noted that the English financial papers find in this move to increase the size of the Deutsche Bank fresh evidences of an intention on the part of German financiers to compete with English moneyed influences in other countries. The Deutsche Bank already has a branch establishment in London, but it is intimated that it is intended to open a branch in

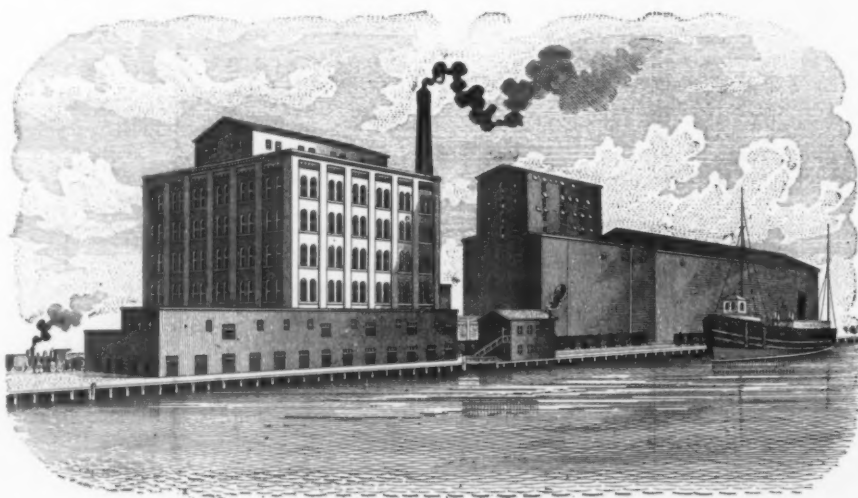
Constantinople and take advantage of the somewhat favorable position which Germany occupies at present with the Turks. The opinion may be hazarded, however, that with improvement in this country, and the favorable prospects for our railroads, the Deutsche Bank management, which already has taken such a large interest in American securities, will be inclined to foster operations and investments in them on the part of German capital to a still greater extent than in the past."

The Flour-Mill World.

The August number of this magazine contained an article on the Edward P. Allis Company of Milwaukee, Wis., which gave that company credit for the construction and equipment of the larger number of big flour-mills in this country. This statement, it appears, is very neatly and fully substantiated by the great mills at the head of the lakes and others herein mentioned. The Allis Company built four flour-mills at the head of the lakes, the daily capacities of which aggregate 15,000 barrels. One of these mills—the Duluth Imperial—is illustrated on this page. Its daily capacity is 8,000 barrels. All these mills are nobly designed and perfect in point of equipment. In this connection it may be of interest to name a few of the great flour-mills that have been built by this company. There is the Imperial at Duluth, the Anchor, Listman and Daisy mills at Superior, Wis., practically all the large mills in Minneapolis and in Milwaukee, the old Rex Mill at Kansas City, a good many in Tennessee, including several in and about Nashville, one at Ethel Springs and others at Memphis and Chattanooga, all the principal mills in New York City and vicinity, all the leading mills in Colorado, a great many along the Pacific Coast, etc., etc. A very large mill is now being constructed by the company in Seattle, Wash. Of course, the company has built hundreds of 500-barrel mills and thousands of smaller ones. Their mills fix the standard of flour and are always models for others to pattern after. It is to this company that America is indebted for what is known as "the new process milling." Now it again steps to the front with a new machine for bolting flour, the best in the market, orders for which are crowding the company's full capacity. A superior quality of output, added to promptness and fair dealing, have brought to the Allis Company a public confidence that is worth millions of dollars—a confidence that is only strengthened by the flight of time.

THE MINING DEPARTMENT.

Another striking feature of the business done



IMPERIAL MILLS, DULUTH, MINN. DAILY CAPACITY 8,000 BARRELS.

by the Edward P. Allis Company consists of its tremendous annual output of all kinds of mining machinery. The company has been engaged in this work many years. Now that mining operations have everywhere taken a forward leap, this department of the Allis Company is crowded to its full capacity in order to meet and to fill current orders. It has always been busy, but it is now rushed. So great was the demand for this company's mining machinery that it was finally compelled to organize a separate mining-machinery department. This led it, as a matter of course, to keep and to continue in its employ the most practical and proficient experts—men who are familiar with the latest improvements in this class of machinery and whose mechanical ingenuity enables the company to keep in the front rank of mining and flour-milling machinery manufacturers. For years, now, the efforts of the company have been devoted to the manufacture and sale of the highest grade of mining machinery known—machinery that has attracted the attention of the mining world and which is now preferred and sought for by dealers and mine owners everywhere. It would be impossible to enumerate the large number of orders that have come to the company during the past two years, even, from almost every mining country on earth. Many of these orders were, of course, for extensive plants—some of them for the very best and largest plants, among which may be named the following: A 75-ton concentrator for Maxwell Stevenson at Ainsworth, B. C.; a 100-ton concentrator for the Kaslo-Montezuma Mining and Milling Company at Kaslo, B. C.; a 400-ton smelter for the famous Le Roi Mining and Smelting Company of Rossland, B. C., whose smelting plant is located just across the boundary line in Northport, Wash.; a 250-ton chlorination mill for the Colorado Philadelphia Reduction Company at Colorado Springs, Col.; a 30-stamp mill for La Esperanza Mining Company of Tultenango, El Oro, Mexico; a 100-ton concentrator for the Byron White Company of Sandon, B. C., and a 100-ton concentrator for the Noble Five Consolidated Mining and Milling Company at Cody, B. C. These are but a few of the orders received, it is true, but they will serve to illustrate the magnitude and character of the Allis Company's operations. And, besides machinery used in reduction works, the company has recently furnished a large number of hoisting machines, air compressors and pumping machinery of various dimensions.

In establishing this department, The Edward P. Allis Company adopted the same rule of construction that has governed it so many years in all the other departments of its vast business, namely, particular attention to the quality of the material and workmanship which enters into the construction of everything made and sold by it. Thus it happens that the company has become noted for putting on the market machines that are beautiful in design, easily accessible and durable and economical—qualities which, combined, brings success to the manufacturers as well as to those who buy and use the machinery which embodies them. Just now the company is building machinery for the Andes Mining Company of the Argentine Republic, for the New York and Polaris Mining Company of New York, and has on hand several other large orders for various mining corporations in the Great Northwest.

The pictures drawn in these columns of the flour-mill and mining-machinery departments of The Edward P. Allis Company are not in the least exaggerated. The company deserves every word. Anyone visiting these shops and studying the thorough organization of every department—taking note of the class of men

employed and the facilities at hand for turning out all work neatly, quickly and accurately, will cheerfully concede that the company and its immense plant are both greater than any pen or pencil can describe them to be. There is no hesitancy whatever in advising mine owners and flour-mill men to consult this company before placing orders for machinery; and, if the contemplated purchase is of a magnitude which justifies the additional expense, it is suggested that a personal visit to the works of the Allis Company would reward them richly. They would gain much expert advice and be able to select machinery and other appliances that would be exactly suited to their individual needs. The machinery made by this company has a world-wide reputation for strength, durability and efficiency, and these qualities are always worth considering. A break-down in any milling plant is an expensive misfortune. It is a good plan to buy only the best grade of machinery in the first place, and one is sure of getting such machinery if it be furnished by The Edward P. Allis Company.

Some Famous Minnesota Windmills.

There is a windmill-manufacturing company in Faribault, Minn., that is giving that city a large amount of free advertising. F. W. Win-



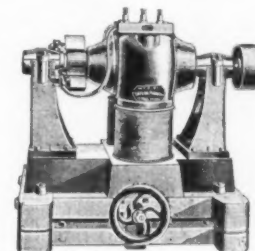
THE HAZEN WINDMILL.

ter & Company, makers of the famous "Hazen Windmill," have achieved so good a reputation that every mill their Faribault factory turns out speaks as loudly for the town itself as it does for the manufacturers. Wherever these mills are used—and they are used nearly everywhere—they give perfect satisfaction. They are made so that they never seem to get out of order, and they render efficient service when other mills are only vexing and useless. The wheel has eight arms, slightly angled to the front and bound by two strong circles that are made whole, not in sections. The accompanying illustration will show all this in detail. It is what is called a "shifting wheel." It can be thrown out of wind at will. If the wind blows a gale, the wheel and mill are still under absolute control and will pump as rapidly or as slowly as may be desired. If only the lightest summer breeze be going, the Hazen windmill keeps right on pumping water—because the sails of the wheel are so arranged that the force of the wind is caught at the angle at which the most power is exerted and thus compels the wheel to turn, and when the wheel turns it makes one full stroke of the pump-rod and never fails to bring up water.

The Hazen geared mill, as it is called, is a great money saver for farmers, dairymen and stockmen. It grinds all kinds of feed, chops the fodder, shells corn, saws wood, pumps water, etc. These Hazen windmills are well made, perfectly governed and very durable. Many of them have been in constant use twelve years, without sign of decay. It is evident that they are cheap at almost any price, but all this, and much more, can be ascertained by sending to Faribault for one of the firm's catalogues.

Where Electric Motors and Engines are Made.

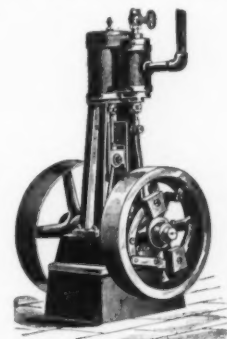
One of the most promising industries in St. Paul is the manufacture of electrical machinery. The business was started here several years ago. A number of firms engaged in it have made satisfactory progress, there seeming to be a great demand for such wares, but it can



A TAYLOR & HOUGH ELECTRIC DYNAMO.

truly be said that one of the most popular and successful of all the firms thus engaged is the firm of Taylor & Hough, whose works are located at 88 East Fifth Street. They build dynamos, motor engines, install isolated plants and do general construction work. It is understood that their business is increasing at such a rate as to necessitate an enlargement of their plant at an early day. Wherever they have placed a machine, satisfaction has followed. The motors made by them are of one horse-power and upward, the engines ranging from two horse-power up to any required power. The same firm builds a fine line of yacht machinery. For the past five months the entire force has been working thirteen hours per day, a pretty sure indication of popular esteem.

All Taylor & Hough motors are constructed of the best material. The bearings are made of gun metal and on the self-oiling plan; once filled with oil it lasts for months and proves a source of great economy. Shafts are made of the best machine steel, the armature core of the best charcoal iron laminated and thoroughly insulated, and the whole machine is wound with the best copper wire, well insulated with a double covering. All the commutators are made of the highest grade of Lake Superior copper thoroughly insulated with the best mica. For durability, general efficiency and workmanship, these motors cannot be surpassed. All the engines are built with the same care. Rods are made of the finest steel, the connecting-rod and shaft being of the choicest cast-steel. All parts are fitted with the ut-



A TAYLOR & HOUGH ENGINE.

most care, and in operation the engines are noiseless. A look at the switch-board work will show that it could not be better.

Taylor & Hough also execute high-grade model work, in either aluminum, brass, or steel. Examples of their work in this line may be found all the way from New York to Portland. Many of the finest models in the country were turned out by this St. Paul firm—a good firm, by the way, to correspond with.

THE PASTEUR CATARRH CURE.



Distinction, eminence, greatness, were all achieved by Pasteur. More than any other hero of fame, he labored assiduously. His life and talents were devoted to mankind—to the prolongation of human life and the preservation of human well-being. Unlike many other distinguished men, his wisdom was pure, his motives generous. He knew no greed. Honors sought him, and were graced by his acceptance. Placing country above all else, Pasteur once aroused the ire of the German press by declining a decoration that was tendered him by the Emperor. Deliberate and just, he had no enemies. History speaks of him as the "Invincible benefactor of mankind," while the world mourns its loss.

The American people are grateful for many of his scientific discoveries; his cure for hydrophobia and his numerous treatments for bacteria in man and beast are in popular use and practice throughout the country. One who has but a faint idea of medical science, its deepness, and the wonderful complication of the human frame, cannot very well conceive how so many physicians, after spending years in study, can so frequently err in their diagnosis and treatment of various diseases. For instance, let us take the most prevalent of all, one that is threatening at least one-half the inhabitants of the West—catarrh. Few physicians even attempt to describe the cause of this loathsome disease, and those who do differ widely as to cause as well as treatment. It is possible that the lack of interest on the part of their patients has had a deterrent effect upon practicing physicians, who, as a rule, study that which they are most likely to encounter for treatment, and which pays the most money. It was different with Pasteur. He studied and made discoveries for others to practice, as instance his complimentary prescription to a noted divine of this country, who for many years had suffered from chronic catarrh of the nose, ear, throat and lungs.

It is evident that the eminent bacteriologist recognized and gave preference to the combined local and internal treatment prescribing a liquid for the removal of the accumulation of secretions and the disinfection of the nasal cavities, to remove the odor, and for the stimulation of the mucous membrane, with a view to the regeneration of the serous glands; while, internally, the patient was directed to take, in the shape of tablets, a compound intended for the better action of the liver, eradication of germs and purification of the blood.

It is alarming to hear of the number of adults and children that have lost their hearing, sight and voice through this malignant disease, which so often extends down the membrane of the throat and bronchia, attacking the lungs, heart, stomach, bladder, kidneys and the whole mucous membrane of the body, destroying the vital organs and keeping one in constant misery. The mucous membrane is as essential to the inner body as the skin is to the surface. The lungs are also precious, as without them one cannot live. When a child has lost his hearing or his sight, all the money in the world cannot make him happy. When a girl grows up and wishes to marry, she often thinks of her ear, her nose and her breath; she is ashamed, and wants to get well, but, unfortunately, it is too late; her whole system is un-

dermined. Until recently, people were more or less helpless and without adequate defense against this catarrhal foe, but now parents have no further excuse. A great man has conceived a great cure, and it has been placed within the reach of all. The Pasteur Catarrh Remedy, compounded from the famous prescription mentioned, consists of a complete treatment and can be had for one dollar at any wholesale house in St. Paul and Minneapolis, or at headquarters—No. 650 Wabasha Street, St. Paul. The remedy is recommended highly by those who have tried it. Its curative properties are described as wonderful, and the moderate price makes it universally available.

THE MINNEAPOLIS MUSICAL WORLD.

Among the new articles of incorporation filed recently with the Secretary of State are those of the Metropolitan Music Company, of Minneapolis. This corporation takes the Minneapolis business of W. J. Dyer & Bro., one of the oldest music houses in the West and ranking with the largest in the United States. The recent death of a member of the firm led to a readjustment of the Minneapolis house of this firm and has resulted in the formation of the Metropolitan Music Company, which takes the entire stock and plant in the Syndicate Block and continues the business built up by the Dyer brothers. The incorporators and first board of directors are: J. M. Anderson, J. P. Wallace and C. E. Wingate of Minneapolis, and W. J. Dyer and D. M. Dyer of St. Paul. The capital stock is \$100,000.

The Minneapolis house of W. J. Dyer & Bro. was opened nearly twenty years ago, and during that time this great house has been a leading factor in the cultivation and development of music. While it has always been in the front rank financially and commercially, it has exerted a marked influence upon the musical culture and tastes of the Northwest. The proud distinction which Minneapolis enjoys as one of the leading musical centers of the country, is probably due more largely to the influence of this house than to all other influences combined. Few commercial institutions have contributed so largely of interest, time and money to the purely aesthetic, or been more discriminating in their efforts to develop the best music.

The public will learn with pleasure that the business is to continue without change of policy or methods, and that in the reorganization it is to become more than ever before a Minneapolis enterprise and that the direction of its efforts is to remain in the hands of Minneapolis men.

The officers are as follows: President, J. M. Anderson; vice-president, J. P. Wallace; secretary and treasurer, W. J. Dyer. Mr. Anderson is widely-known in business as well as in university and social circles. He has been associated with W. J. Dyer & Bro. for some time, and is son-in-law of the late C. E. Dyer. Mr. Wallace has been connected with the firm for many years. Mr. Dyer is a resident of St. Paul and is head of the firm of W. J. Dyer & Bro.

THE NORTHWEST'S FIRST PIANO.—The first piano brought to the Pacific Northwest is attracting considerable attention at the Ferry Museum in Tacoma, Wash., where it has recently been placed. The instrument was brought to Oregon City, Ore., in 1847 or 1849, coming by way of the Horn, and was the property of General McCarver, founder of the city of Tacoma, who purchased the piano for the use of his daughter and step-daughter. From Oregon City it was removed to Tacoma—in 1869. The instrument is an upright, and was manufactured in Hamburg, Germany.

THE WONDERS OF ELECTRICITY.

A recent interview with Dr. G. F. La Paul of No. 24 Washington Avenue North, in Minneapolis, revealed some remarkable instances of cures wrought by the modern system of treatment by electricity. Doctor La Paul is a regular graduate and has taken a number of medical degrees, but in addition to all this he is an expert electrician. With his scientific knowledge, and in his skilled hands, electricity becomes a wonderful healing power, as hundreds who have visited his laboratory can attest. He has pursued this method of treatment twelve years, with ever increasing success. So thorough is his knowledge that he devises and constructs every mechanical and electrical appliance used by him, among which are some marvelous pieces of mechanism. In his large offices are a collection of all the most improved instruments for the scientific study, application and control, of this potent element. His treatment is original—his very own, the result of years of practical experiment, hard study and earnest, patient practice. Nearly all human ills are benefited by this treatment. For tumors, joint diseases, rheumatism, paralysis, etc., it is an almost certain cure, and for feminine complaints it is said to be a specific. Kidney diseases, nervous exhaustion and kindred ailments are treated very successfully.

One notable result of Doctor La Paul's success—and tending to show that the suffering public have patronized him liberally, is seen in his elegant sanitarium, which is located within easy reach of his office and on one of the most beautiful spots on lovely Lake Minnetonka. It is a large, three-story building, complete in all its appointments and most admirably adapted to the requirements of its guests. It is far enough from the heart of Minneapolis to insure peace and quiet, yet so near that only a few minutes are required to convey one down-town. Patients from a distance, and all who so desire, can reside at this charming sanitarium and be sure of the most healthful and invigorating surroundings and all comforts and enjoyments which are usually found in one's own home.

Doctor La Paul claims that electricity is greatly superior to all other remedies, and he has succeeded in demonstrating, to the satisfaction of hundreds of persons, that it affords relief where all other methods of treatment fail. It takes a person who is broken down by exhaustion and suffering with catarrh, chronic weakness, cystitis, prostatitis, overitis, general debility, etc., and brings back healthful vitality. Electricity is life; applied to human organisms it strengthens weakened parts of the body, adds new vigor, and so reinforces and builds up that disease loses its foothold and is forced to give way to renewed health. The doctor is firm in the belief that there is no disease that cannot in time be cured by electricity. The public must not confound his method with the superficial "treatment" sometimes announced by men who are ignorant of the first principles of electricity. Doctor La Paul is, in the first place, a skillful physician. He treats each case according to its necessities, and these requirements are made known only after the most careful examinations. Added to his medical ability is his great skill as an electrician. He knows the power that lies in an electric current, knows just when, how and where that power should be applied to produce the best results.

Pages of grateful testimonials might be published from those who have been benefited by his treatment, but those who read his announcement elsewhere in this issue and who may be induced to call upon him at his Minneapolis office, will be fully convinced of his ability to substantiate every claim.

THE SANATORIUM

Hudson, Wis.

(Under former management was OLIVER WENDELL HOLMES Sanatorium.)



10 Miles East of St. Paul, on O., St. P., M. & O. E. R.

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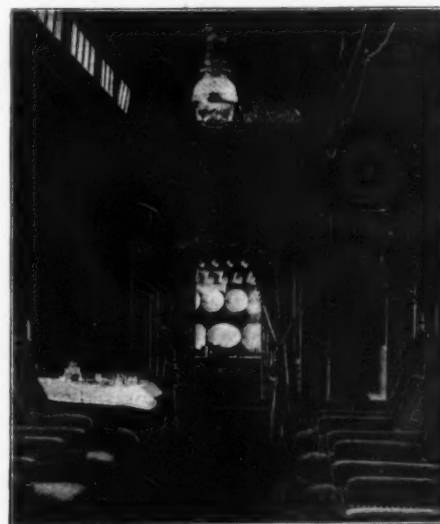


IN DAY PARLOR CAR.

Ever on the alert to provide the most complete comfort and luxury for its patrons, the "The North-Western Line"—C., St. P., M. & O. Ry., has just inaugurated a buffet parlor-car service between Minneapolis and Chicago, which will not only prove a delightful innovation with all classes of travelers who want the best obtainable, but render daytime travel between here and Chicago a positive luxury.

The service includes two superb cars just from the shops owned and operated by the Railway Co. They are named, in honor of the Twin Cities, "Minneapolis" and "St. Paul," are each sixty-eight feet long, and cost nearly \$18,000. They are painted a dark green, with gold trimmings, and are very handsome. Entering the car at the forward end, the beauty and comfort within at once charms and delights. The finish is in polished St. Jago mahogany, inlaid with white laurel wreaths and leaves. The ceiling is of dark olive, with exquisite gold trimmings, and is pierced with six large, ornamental Pintsch gas chandeliers.

The body of the car contains twenty-two luxurious, plush-covered revolving chairs, each opposite a huge window. All the windows are beautifully hung with dark olive silken draperies in keeping with the decorations, besides being supplied with dark-green sliding shades. Throughout, the floors of each car are laid with heavy velvet carpets, and opposite each revolving chair is an upholstered foot-stool. Twelve large plate-glass mirrors are placed here and there on the sides between the windows, so that lady is never at a loss to know if her hat is on straight. At one end is a commodious ladies' toilet room, and at the other end, screened from the body of the car by a huge plate-glass window, hung with draperies, is the buffet-room.



Through the window one catches glimpses of beautiful chinaware, napery, and the other things that make buffet service delightful. Still back of the buffet is a capacious smoking-room, supplied with wicker chairs and everything else for a smoker's comfort. At the rear are the gentlemen's toilet apartments.

Besides being the finest parlor-cars ever brought to Minneapolis, these cars combine the interesting feature of a buffet service, from which the passenger can select at any time of the day any kind of a luncheon to suit his appetite, and at very moderate rates. Tables fit in opposite each chair for luncheon, card-playing or any other uses desired, and inviting menu cards with the time-table of the trains are at hand for each passenger. Of course a uniformed Ethiopian is at hand, and looks after everybody's happiness.

One of these cars now leaves Minneapolis on the day train every morning at 7:35, St. Paul 8:15, reaching Chicago 9:55 P. M.; and the other will leave Chicago 8:15 A. M., reaching St. Paul 9:55 and Minneapolis 10:25 P. M.—*Minneapolis Journal*, Aug. 9, 1897.

For illustrated folder, giving description of the famous "North-Western Limited" and other through trains, via The North-Western Line between Minneapolis, St. Paul and Chicago.

Address T. W. TEASDALE, Gen. Pass. Agt., St. Paul.



Boscobel has decided to erect a new \$15,000 school-house.

An electric street-car line will soon connect Eau Claire and Chippewa Falls.

The slaughter-house at Madison, recently destroyed by fire, will be rebuilt on an enlarged scale.

Local manufacturers contemplate the erection of a large business block in LaCrosse—a progressive town in every respect.

The Western Leather Company, of Milwaukee, is erecting a five-story fire-proof building, 80x100 feet, and a boiler and engine house, 70x36, at Marshall and Peterson streets; estimated cost, \$30,000.

Preparations are now being made for the commencement of work on the 500,000-bushel addition to the Car-gill elevator at Green Bay. This will make the total capacity of the plant nearly 11,000,000 bushels.

La Crosse is to have a new \$25,000 Episcopal church. Ashland's new Presbyterian church will cost about \$12,000. Churches and schoolhouses are being built in many localities, and Wisconsin building operations are equally active in commercial and industrial lines.

Captain Scott, of the La Pointe Indian Agency, of Northern Wisconsin and Michigan, has received official instructions from Washington to at once advertise for bids for letting the contract to cut and manufacture into lumber the entire cut of the Redelliff Reservation near Bayfield, all to be done on the reservation. The official estimate of the timber on the reservation is 100,000,000 feet. Under the contract which will be let, the successful bidder will be required to construct a mill on the reservation and to saw not less than 10,000,000, nor more than 20,000,000, feet per year.

The dairy school of the State University at Madison represents a present outlay of \$40,000. During the past seven years there has been a total attendance of 665 students, about one-fifth of this number being non-residents. The school can accommodate 100 students, whose daily work includes two lectures of one hour each and four to six hours' work in the creamery, cheese factory or pasteurizing room. At the Wisconsin State Fair last fall, former dairy-school students took eleven out of a possible sixteen prizes offered for creamery butter and cheddar cheese. A recent circular gives a map of Wisconsin which shows the location of 290 creameries and cheese factories that were operated in 1897 by former students of the school.

Minnesota.

Red Lake Falls' new saw-mill will cost \$25,000.

Wadena will soon have a new waterworks system.

Mankato parties are going to build a candy factory.

New Paynesville will soon have a seventy-five-barrel flour-mill.

The Litchfield creamery paid its patrons \$3,000 for the month of June.

A planing-mill, paper-mill, pulp-mill and a wagon and a furniture factory are talked of for Frazee.

July lumber shipments from Minneapolis amounted to 33,180,000 feet as against 24,000,000 feet for the same month last year.

The Mankato Cement Works will furnish the city of Minneapolis 5,000 barrels of cement for laying brick pavement.

Gen. John M. Wilson, chief of the U. S. engineers, says that the harbor at Duluth is one of the finest in the world and that Duluth is destined to become a great city.

The erection of a Y. M. C. A. building is said to be assured for Two Harbors. A three-story structure is proposed, with a large hall, gymnasium, bowling alley and kitchen, all modern. Most of the funds are raised.

Zembrot's new schoolhouse will cost about \$30,000. The new school building at Breckenridge will cost nearly or quite \$10,000.

A Winona man has invented a rotary bicycle sleigh which will be manufactured and put upon the market by a strong Chicago concern.

The corner-stone of the elegant Laird Public Library Building was laid in Winona on Aug. 21. The building will cost about \$50,000.

Good grain crops and fair prices have combined to raise farm-land values in all sections of the State. The demand for such property is strong and increasing.

A large grain elevator is being constructed at Henning, and others will be built at Correll, Clarkfield, Olivia, Minnesota Lake, Fulda and Winnebago City. These are important improvements for grain-growing communities.

The St. Paul Furniture Company has secured the contract for manufacturing the office fittings and fixtures for the Dominion Express Company at Winnipeg, Man. They are of quartered-oak with ornamental wire and iron-work.

New brick business blocks are in course of construction at Detroit, Wells, Tracy, Hampton, Mora, Rush City, Leroy, Hutchinson and Graceville. Graceville is also erecting a new \$15,000 brick church, of modern opera-house architecture.

The H. A. Muckle Carriage Manufacturing Company are preparing plans for an addition to their buggy factory at Merriam Park, between Minneapolis and St. Paul. It will be a three-story brick and add greatly to their already extensive plant.

North Dakota.

It is understood that the new Northern Pacific depot at Fargo will cost \$35,000 and be a two-story brick and stone structure.

The North Dakota *Globe* says that a great many improvements have been made in Bismarck this year. These include new residences and other buildings, and a good deal of street-grading and other public work.

The big linseed oil-mill now being built in Fargo will have a capacity for nearly 500,000 bushels of flaxseed annually. It is about ready for business now, and will give another valuable industry to that enterprising town.

Work has commenced on the new roller flour-mill at Ellendale. The contract for the machinery was let to E. P. Allis & Co. of Milwaukee at a cost of \$7,705. The mill will turn out 160 to 125 barrels per day and be in operation by Nov. 1.

The wool business now looks so bright in North Dakota that there is talk of putting up a large woolen mill in Fargo. The one at Grand Forks has proven a great success, and it is thought that there is an abundance of business for a second plant of the same kind at Fargo.

The Great Northern has announced the formal opening of two new North Dakota branch lines. One runs some sixteen miles from Cavalier to Walhalla, passing through the towns of Backoo and Leyden, while the other branch of twenty-one miles runs from Langdon to Hannah, passing through Dresden and Wales.

The Grand Forks Street Fair will be held on Sept. 29 and 30 and Oct. 1. An energetic committee have the arrangements in hand and a grand time is expected. This fair is now one of Grand Forks' annual attractions. It promises to be better than ever this year, however, and a large outside attendance is predicted.

A prosperous agricultural season and stiff prices are creating such confidence throughout the State that local capital is everywhere seeking investment in new enterprises. Many projects that have been awaiting good times will now be resurrected and pushed to completion. The voice of the North Dakota calamity howler has lost its occupation.

South Dakota.

The latest improvement at Montrose is a 30,000-bushel elevator.

South Dakota's State Fair will be held at Yankton Sept. 27 to Oct. 1.

The Government is expected to commence work soon on buildings for a fish-hatchery at Spearfish to cost \$15,000.

This State shares in the general prosperity of the present season, and many new development enter-

prises are talked of. All the larger towns, and many smaller ones, are showing signs of old-time activity.

The Yankton Beet-Sugar Company will establish a beet-sugar plant there as soon as it is assured that beets can be grown in that region successfully.

M. J. W. Fuehrman, representing a beet-sugar factory construction company, has made a proposition to establish a \$300,000 factory in Sioux Falls, if sufficient beets are guaranteed.

The Black Hills *Mining Review* says that the Union Hill Company has begun work on the foundations for its proposed 400-stamp mill at Galena. Should the plans of the company be carried out, and there is at present no doubt that they will, Galena will have such an awakening as never before visited a mining-camp.

It is reported that important gold discoveries have been made on the Government wood reservation near Ft. Meade in the Black Hills. Ft. Meade and the reservation are about one mile from the little town of Sturgis and occupy a beautiful plateau which stretches away for miles between romantic bluffs. The reservation is sixteen miles square and entirely denuded of timber. The gold was discovered by soldiers of the Eighth U. S. Cavalry, after a military commission had advised the Government to turn the reservation over to the Interior Department for disposal to settlers under the land laws; and now the gold discoverers are anxious to know whether or not their finds will be respected if the reservation should be thrown open for location and settlement.

Montana.

The cyanide plant at Pony is about completed and ready for work.

Montana's total coal product for 1896 was 1,543,445 short tons, having a spot value of \$2,279,672. Coal is found in Cascade, Gallatin, Meagher and Park, Carbon and Lewis and Clark counties, and the industry gives employment to 2,335 miners.

Work is progressing well on the dam and power plant on the Big Hole River. The contract for grading and constructing the dam calls for \$200,000. The powerhouse will be 212 feet long and have twelve turbine wheels. The whole project involves the expenditure of about half a million dollars, and is expected to transmit 6,000 horse-power to Butte at a loss of ten per cent in transmission.

Now that the Ruby mine at Basin is about ready for active mining operations, the Basin *Progress* predicts that in a mighty short time after it does start it will prove to be one of the largest producers and best dividend-paying properties in the entire West. The *Western Mining World* says that it is a big mine and a high-grade mine. The mill is now practically completed and ready to commence running on ore, although considerable outside work remains to be done before everything can be put in perfect shape for steady operation. There is now a force of forty men working at the mine and mill.

Stamps are now dropping in the 120-stamp mill located on the Diamond Hill property, ten miles south of Townsend, in Broadwater County. Special interest attaches to this, inasmuch as it is the largest mill of its kind ever erected at one time under one roof in the world, and represents a large investment by a wealthy Scotch syndicate for the purpose of working a Montana property. The mill rests on an almost solid rock foundation and is 300 feet in length, being so constructed that it can be operated either by steam or electricity, with special reference to the use of the latter. In fact, the electrical apparatus is so perfect that much of the work usually done by hand is automatically performed by machinery, thus greatly reducing the cost.—*Butte Western Mining World*.

Idaho.

The Yellow Jacket mine, which has been idle since last fall, is soon to resume operations.

The Wallace *Tribune* says that never before was there such activity in the Cœur d'Alene Country as at present. Between 1,200 and 1,300 men are working for wages in mines that are producing ore, besides 200 or 300 more who are doing assessment or development work, some for wages and others on their own account. Over 15,000 tons of concentrates are turned out every month.

A ten-ton electro-cyanide plant is being put in the Poorman mill at Silver City. The *Avalanche* of that camp says that the present milling plant of the Poorman mines, plates and concentrators, is not adapted to the ores found in the lower levels. It is thought that the new plant will fill the bill. Encouraging

reports from the mines continue, and the prospects are more than favorable that the old Poorman will soon be on the list of paying properties.

The Wallace Tribune says: The most important changes of the past year was the starting up of the Helena-Frisco. A controlling interest in the property was sold last November, and the last day of the year the work of extracting ore was suspended. Since then from seventy to 100 men have been employed doing development work in the mine and in making additions, alterations and improvements in the mill. Several tests of the new machinery were made recently, and the other day the mill started up to run full time. The 525 tons handled daily by the old mill will hereafter be increased to 800 tons, the additions to the mill having made that difference in its capacity. The number of men employed during the first half of the year will be doubled from now on.

Oregon.

Oregon's output of gold for 1896 was \$1,577,000; silver, \$29,968.

The Phenix mine in the Sumpter District has been sold to Pittsburg capitalists.

The Bonanza mine, near Baker City, has been sold to Eastern parties for \$750,000. This looks as if Eastern capital was seeking legitimate mining investment again.

The woolen-mills of the State are running night and day on mackinaw coats and blankets for Klondyke adventurers. The Yukon excitement has proven a boon to that whole section of country.

Over 7,000,000 pounds of wool, the property of the growers, was recently stored in the enormous warehouses at The Dalles, Ore. The recent advance in price of this product has already had an encouraging effect on business in that locality.

With a large wheat production, a big fruit crop, a first-rate hop yield, a large quantity of wool and valuable mines of precious metals, Oregonians have forgotten all about the recent hard times and now talk of nothing but the "new era of prosperity."

Washington.

The Columbia River salmon pack for this season amounts to about 475,000 cases.

A brick bottling works 50x142 feet, with cold-storage room, offices, etc., will be built in Spokane at a cost of \$10,000.

Port Angeles has probably secured the location of a big steel plant that will furnish employment for 600 to 700 men.

Tacoma and Seattle are reaping golden harvests as outfitting points for all who leave those ports for the Yukon gold-fields.

The Spokane & British Columbia Telephone & Telegraph Company promises to have its line completed so as to have through connection with Kaslo in sixty days.

Important work is progressing on the Irene group near Lake Chelan. An immense ledge is said to carry five distinct streaks of copper carbonates, all assaying well in gold and copper.

A compressor will soon be built at the Independent mine at Silverton. A wagon-road is also being run to the railroad, about one-half mile distant. Shipments will soon be made from this mine.

The placer mines on Williams Creek in the Swauk District are yielding rich returns. G. B. Benton of Seattle took out over \$1,000 worth of gold nuggets in ten days. One nugget was worth \$260 and another \$120.

The great Le Roi Mining Company of Rossland, B. C., has decided to locate its large smelter at Northport, just across the boundary line and in Washington. It is expected that the smelter will be ready to receive ore by Jan. 1. This will give Northport quite a boom.

The Blaine Republican says that Blaine is on the crest of the wave of general prosperity that is spreading all over the United States. Any one who doubts this assertion is invited to cast his eye on the real estate transfers and make a note of the new buildings going up in every direction.

With a fine court-house under way, an opera-house in prospect, a half-dozen large residences in course of erection and work to begin on as many more in a few weeks; new stores, merchants doubling up on their stocks, grain yielding from twenty to forty bushel per acre, etc., etc., Big Benders have nothing in particular to complain of at present.—Davenport Times.

The correct date of the opening of the Spokane Fruit Fair is Tuesday, Oct. 5. It will close on Saturday, Oct. 16. There is every indication that this will be one of the most successful fairs ever held on the Pacific Coast. There will be exhibits from Washington, Oregon, Idaho, Montana and British Columbia, and they now promise to be large and complete in every respect. The fair will be worth going a long distance to see.

Canadian Northwest.

The Manitoba crop bulletin places the total wheat-yield of Manitoba at 21,284,274 bushels, the average yield per acre being estimated at 16 49 bushels.

Fort Frances, Ont., is to have a newspaper shortly. It is rumored that a combination will be made between Mr. Bowman of the Rainy Lake Journal, and a Duluth man, to put in a first-class plant and run an up-to-date paper.—Rat Portage (Ont.) News.

The Le Roi Mining Company declared a \$50,000 dividend on Aug. 3, and has decided to pay a similar dividend every month hereafter. The total dividends to date amount to \$525,000. The company is preparing to ship and treat 800 tons of ore daily.

According to a report, a rich strike has been made in the Randolph mine near Mine Center, Ont. Ore has been uncovered which assays \$600 to \$1,000 per ton. Several fine nuggets have also been found there, one of which weighed twenty-two ounces.

Fort Frances, Ont., is beginning to feel the thrill of a new life. New buildings are being erected and sidewalks laid down, and streets are being graded. Work on the new canal locks will soon begin, and, altogether, things begin to look remarkably bright and promising for the old town, now about 140 years old.—Rainy Lake (Minn.) Journal.

Of the Rainy Lake gold-fields, which lie partly in Minnesota and partly in Ontario, Can., the Rainy Lake (Minn.) Journal says: "The Rainy Lake gold-fields have what no other gold-mining country on earth can boast of—high-grade free-milling ores, a superabundance of water, unlimited fuel and timber, hundreds of water-powers, all located in the center of a continent! What more can a mining man ask or desire?"

The Slocan (B. C.) country is now shipping about 700 tons of ore and concentrates a week, worth, say \$80 a ton, or, in the aggregate, \$56,000. The Nelson District is sending to the Hall Mines smelter about 1,300 tons a week, worth over \$20 a ton, or \$22,000 in the aggregate. The three districts—Rossland, Slocan and Nelson—are therefore producing ore to the value of \$130,000 a week, which is at the rate of a little over \$9,000,000 a year.—Rossland (B. C.) Miner.

Mistress—"I told you half an hour ago to turn on the gas in the parlor, Bridgett."
Bridgett—"Sure an' I did mum; don't yez smell it."

DR. CLAUSEN,

Of Arkansas City, Volunteers Information of Benefit to Nervous People.

ARKANSAS CITY, KANS., May 21, 1896.

I can say, beyond any doubt, that Dr. Charcot's Kola Nervine Tablets have no equal in cases of nervousness, sleeplessness and nervous dyspepsia, or for heart and brain troubles. I have now given them to four persons and in every instance they have been of great value to them. I shall recommend their use for nervous diseases in the future. Respectfully,

J. W. CLAUSEN, M. D.

Dr. Charcot's Kola Nervine Tablets are prepared from a famous prescription of the late Dr. Jean Martin Charcot. These tablets contain, in a condensed form, a rare combination of vegetable drugs, including Kola, that give new life and vigor; they build up the blood and restore the glow of health to pale and sallow cheeks. If you have that run-down feeling which is the forerunner of nervous complications, Dr. Charcot's Kola Nervine Tablets will make a new man or woman of you.

Fifty cents and \$1 per box at druggists, or mailed direct. Write for testimonials of cures.

EUREKA CHEMICAL & MFG. CO.,
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The Yakh-Peerless Gold Mining Co.

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100,000 SHARES of their CAPITAL STOCK for the purpose of operating in Klondike.

They already own a free-milling gold property which they are developing in the Yakh district. Address

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COUNTESS AND CARRINGTON.

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An Old Superstition.

The custom of wearing the engagement ring on the fourth finger of the left hand is traced to an old Pagan superstition, which claims that a vein connected this finger directly with the heart. It has also become a matter of convenience, as that is the finger least used.

A Gallant Lover.

Of all love affairs in the world, none can surpass the true love of a noble boy for his mother. Next to the love of a husband, nothing so crowns a woman's life with honor as this devotion of a son to her. And I never yet knew a boy to turn out badly who truly loves his mother. Any man may fall in love with a fresh-faced girl, and the man who is gallant with the girl may cruelly neglect the worn and weary wife. But the boy who is a lover of his mother in her middle age is a true knight who will love his wife as much in the sere-leaved autumn as he did in the daisy spring-time.—*Selected.*

How to Cook a Husband.

Like cooking a rabbit, the first thing is to catch him. After catching him, do not let him spoil from neglect. That is as bad as spoiling him by bad cooking, and it is much better to keep him in a pickle or in a hot stew than to freeze him with indifference and neglect. A wise little wife gives this recipe: Get a great big jar of careflessness, put your husband inside of it, and place him where he will feel the warming influence of affection; garnish him over with the spice of cheerful pleasantry and kisses, mixed with sufficient moderation, and cover him with love. Never serve with sauce.—*Seattle (Wash.) Post-Intelligencer.*

The Well-Groomed Envelope.

What a high-bred, well-groomed look there is about an envelope that is properly prepared for the mails! A little thing, of course, but one of the little things which tells. The handwriting? No, the handwriting doesn't stand for much, because each individual has his own especial chirography and it is more characteristic that she should. But the writing on a well-looking envelope is begun far enough to the left to be well balanced. The last word is not squeezed and crammed. The address, with name of State and city, is written in full. The stamps are evenly placed in the upper right-hand corner, with a slight margin left between the top of the envelope and the edge of the stamp. The flap, too, of the well-bred envelope is mucilaged down in a cleanly, orderly manner.

A Perfect Home.

Helen Hunt says: "The most perfect home I ever saw was a little house into the sweet incense of whose fires went no costly things. A thousand dollars served as a year's living for father, mother and three children. But the mother was the creator of a home; her relations with the children were the most beautiful I have ever seen; every inmate of the house involuntarily looked into her face for the keynote of the day, and it always rang clear. From

the rose-bud or clover-leaf—which, in spite of her hard housework, she always found time to put beside our plates at breakfast—down to the story she had on hand to read in the evening, there was no intermission of her influence. She has always been and always will be my ideal of a mother, wife and home-maker. If to her quick brain, loving heart and exquisite face had been added the appliances of wealth and enlargements of wide culture, hers would have been absolutely the ideal home. As it was, it was the best I have ever seen."

Quiet Styles in Umbrellas.

The Dresden umbrella-handle is out of date, and the silver one is simply a memento of past stormy days. The latest thing in handles is the straight stick, covered with lizard skin, plain, or inconspicuously garnished with silver. Boxwood covered with fine Japanese carving is intensely correct. The dark wood is handsomer and the light smarter—why, heaven and Dame Fashion know, perhaps. Though reasons are so inadequate to account for the fact that what is in style looks well, and what is out of it doesn't, the modern explain-all, hypnotic suggestion, may be inferred. An extremely smart imported umbrella has a tortoise-shell handle, reinforced by a delicate tracery of silver over its entire surface. It costs \$40, however, and is not for those who deem it prudent to provide for a metaphorical as well as a literal rainy day. The newest umbrella is of leather, and gives a cane effect, which is, perhaps, why it has thus far been adopted only by men, though this will endear it to women who effect mannish belongings. For more feminine tastes, silver set with turquoises, and ivory enriched with gold, are popular in the more costly styles, subdued mother-of-pearl and plain tortoise shell being desirable in those of smaller cost.

The Need of Voice Culture.

"That woman reminds me of a peacock," said an irreverent college boy to me.

"Why?" asked I.

"Because she is superbly beautiful to look at, but when she opens her mouth her screech is maddening."

In spite of the fact that so much has been said and written with regard to the harsh quality of the American voice, our women do not correct this great failing, but utter their opinions and convictions in the same piercing and high-shrilled voices for which they have long been noted. Not long ago I attended a club meeting presided over by a woman with a soft voice and distinct enunciation. One woman after another spoke—all well, some brilliantly. All made themselves heard and understood, in spite of some rapid speech and many clipped syllables. When, at the end of the discussion, the chairman spoke, her tones had the same effect upon the ear that the touch of a soft seal-skin has on the hand irritated by stroking harsh hair-cloth. It was soothing music to listen to her well-modulated tones, and to her words, each of which received its full share of final g's and d's.

Noiseless vehicles are a specialty of this day. Would that we could put pneumatic tires on our American voices!—*Harper's Bazar.*

Where Criticism Fails.

No housewife need shrink from criticism because of her desire to have every article of furniture and ornament in her rooms kept in its appropriate place, says the *Philadelphia Times*. The most distinguished women in this and other lands have this notion, if such it may be called, in a high degree of development. The Princess of Wales, if any piece of furniture in Marlborough House is moved from its usual

place, at once seeks an explanation. A carefully prepared plan exists with the position of the various articles marked thereon, thus facilitating their replacement after cleaning operations. This is a capital idea, and one that the Astors and Vanderbilts have adopted in their town and country places, whether in imitation of royalty or simply because the best domestics are generally short of memory and not trained to observe as they should. Many a housekeeper will understand the annoyance of having to rearrange all the ornaments of a room after it has undergone the weekly sweeping, and will admire royalty's "old-maidish" way of keeping things in their right places. Mrs. William Astor goes so far as to have each chair or table stood on the inch, and woe to the maids who place it one hair's breadth to the right or left. Visitors will, of course, disturb the arrangement, but as soon as they depart everything is readjusted as before. The artistic confusion of a modest drawing-room is a well-studied, well-thought-of composition, but, having once designed it, this picture of still life must not be disturbed on any account. Women who are accused of being "too particular" by their servants, may take comfort in knowing that the Princess of Wales also comes under that category.

Our September Scrap-Book.

Salt puts out fire in the chimney.

Salt and soda will cure bee-stings.

Salt thrown on a low fire will revive it.

Salt on whitewash will make it hard and stick.

Salt used in sweeping carpets will keep out moths.

Salt and vinegar will remove stains from discolored tea-cups.

Grass-stains may be removed by cream tartar and water.

Salt thrown on soot that has fallen on the carpet will prevent stain.

For chocolate-stains, soak in cold water first, then pour boiling water over them.

Spirits of turpentine is the thing with which to cleanse and brighten patent leather.

Water as hot as can be borne will take the sting from sunburn; then cold cream will heal it.

Lamp chimneys can be made brilliant by washing them in very hot soap suds and rinsing them in clear, hot water.

The gilding on tarnished picture-frames may be restored by washing it with warm water in which an onion has been boiled.

For weeds in the grass, put a pinch or two of salt in the middle of each; unless a shower washes it off, it will kill the weeds.

For those with weakened digestive powers honey is said to be a very desirable food. If a person is very tired, a few tastes of honey will act like magic.

For binding up cuts and wounds always use linen, not cotton, as the fibers of cotton are apt to irritate a sore place, while those of linen are perfectly round.

Only the best of laundry soap should be used on table linens. Poor soap will turn them yellow and rot the texture. The blue used in the last rinsing should be of the best.

Glass which has become dull may be brought back to its original brightness by washing with diluted hydrochloric acid and afterward rubbing with moist chalk or whiting.

For tired feet, put a handful of common salt into four quarts of hot water. Place the feet in the water while it is as hot as it can be borne. Then rub the feet dry with a rough towel.

If you have a broken place in your plaster, it can be repaired by using plaster of paris. Mix it soft with water, and fill in all holes; then, if the wall is papered, you can paper over such places and it will look as well as new.

PIANOS

The Opportunity of the Century—The immense stock of high grade Pianos of one of the largest music houses in the country to be sold at prices that will move every instrument during Carnival Week.

The entire stock and plant of the Minneapolis house of **W. J. Dyer & Bro.** has been purchased by the **Metropolitan Music Company**, by whom the business will be continued.

We're determined that within 30 days the name **Metropolitan Music Company** shall be a household word throughout the entire Northwest. We are here for business. Good times are upon us, and we have no time to lose in getting acquainted with the public. We are going to do in one week what would ordinarily take years of time and call for the expenditure of thousands of dollars in advertising.

We expect fifty thousand strangers from all over the West will visit the Carnival and State Fair next week. We are going to compel attention by prices on the immense stock that will send fifty thousand people home to talk about the **Metropolitan Music Company**. It will distance any fire sale ever announced, for you get pianos without fire, smoke or water.

It is a pure business matter with us. It's the quickest, cheapest and most effective way to advertise ourselves and get in trim for fall trade right off. The people will be here, and it's our opportunity. We are willing to lose the profits of Carnival week to set people talking. Every instrument in the house will be a bargain.

Tuesday, September 7th, 8:30 a. m., the doors of our great warerooms will swing open and the public will be admitted on equal footing to the greatest sale of **high grade, up-to-date Pianos and Organs** which the West has ever seen. Mind you, these are no Cheap-John goods, but a magnificent assortment in latest designs of the world-famous pianos handled by **W. J. Dyer & Bro.**

First.—Every instrument will be marked in plain figures.

Second.—Absolutely one price to all. If you can't come yourself, send your youngest child; it can buy at this sale as well as you can.

Third.—With the exception of Steinway and Knabe Pianos, any Piano in the house can be bought for Twenty-five Dollars Cash and Ten Dollars per month. Any Organ for Ten Dollars Cash and Five Dollars per month.

Fourth.—No goods reserved without a deposit.

Fifth.—We have arranged for additional salesmen, and will have every facility for assisting customers to an intelligent selection.

Sixth.—A Special salesman will have charge of Mail Orders. Letters will be promptly opened after each mail. The salesman in charge of mail will select from the remaining stock such instrument as may be ordered by mail. Selections will be conscientiously made, and in all cases the interests of the customers carefully guarded. Write us the price you can pay and describe what you want; inclose Twenty-five Dollars if for a Piano, and Ten Dollars if for an Organ. If on receipt of the instrument it is not satisfactory, we will return your money.

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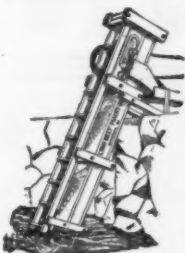
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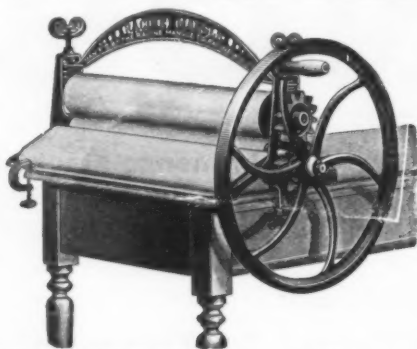


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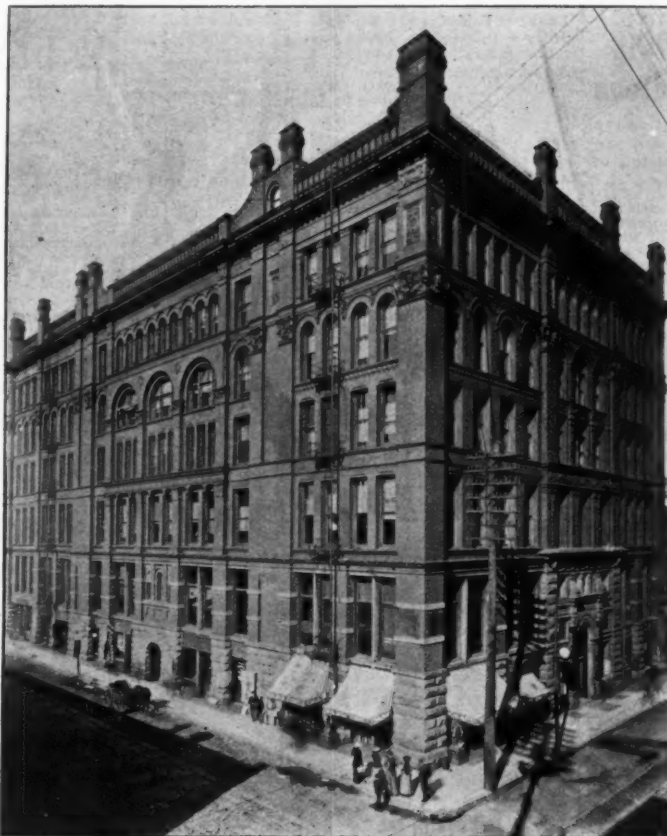
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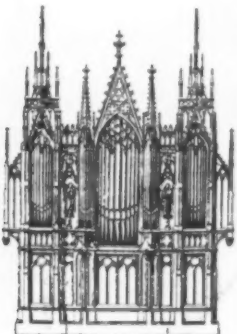
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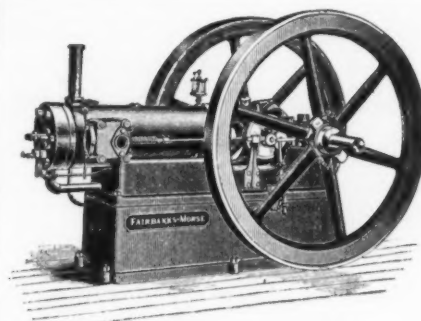
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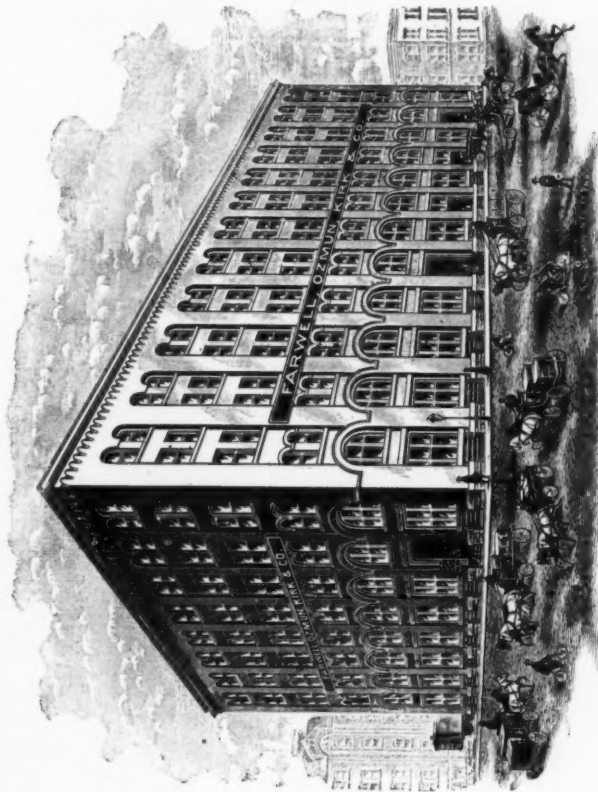
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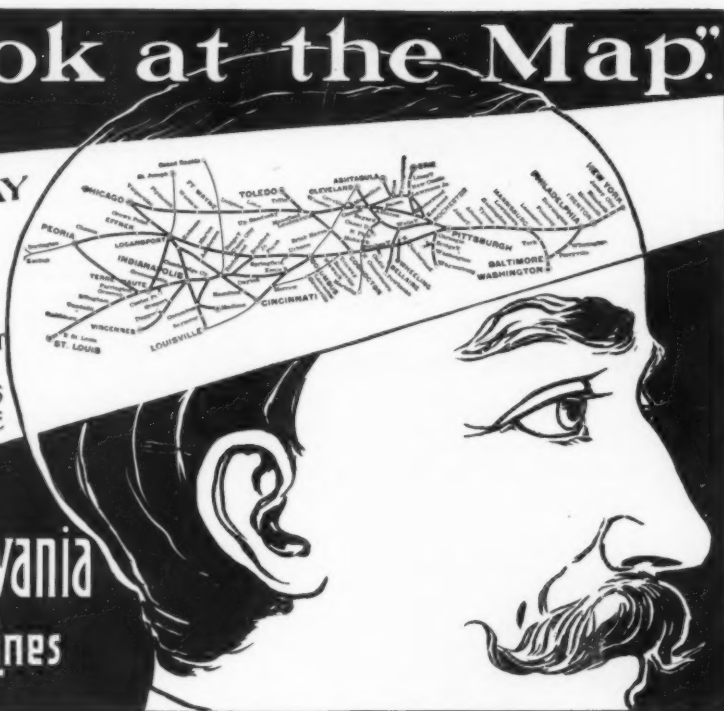
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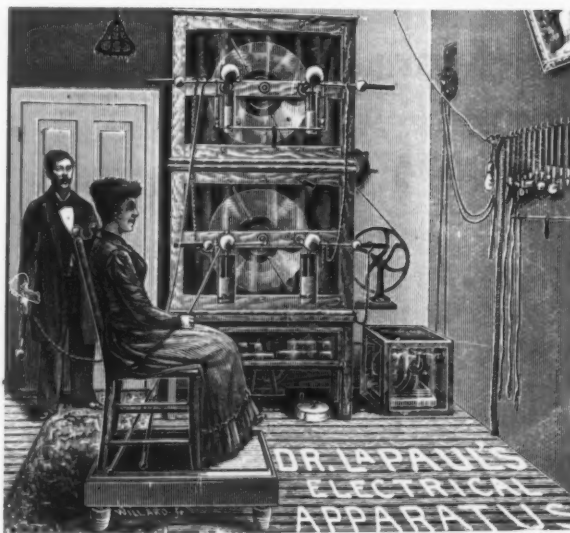
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SPARE-MOMENTS.

A RED LIGHT ON MT. RAINIER.—When the Mazama Association scaled the summit of Mt. Rainier recently, a signal light of red fire was started as a sign to those who were watching for it sixty miles away in Tacoma and Seattle. It gleamed like a ball of fire, the experiment being eminently successful and marking an epoch in the history of the mountain.

A WILD GOOSE GIFT.—George Fifer, of Ramsey County, N. D., killed a wild goose in 1893, and, in cleaning it, found a kernel of a very peculiar kind of wheat. He saved it and planted it the following spring, raising four heads. He has continued, to plant what he had harvested the previous year, until this season he has one and one-half acres of it. He says that in ordinary seasons this wheat will yield forty to sixty bushels per acre.

THE LARGEST STACK IN THE WORLD.—The Gaylord (Mont.) Zephyr says that it may not be generally known that the stack at the Gaylord smelter-plant is the largest in the world at its base, as well as in its diameter at the top. It is 200 feet and six and one-half inches in height. The foundation base is forty-seven feet square and required 130 cars of stone. There are 1,500,000 brick in the stack, and it has a twenty-two feet inside diameter at the top.

RAFFLING MINES IN ROSSLAND.—Those who are short of money and long in mining claims in Rossland are resorting to a novel method of disposing of them. The plan is similar to that followed in Spokane in raffling off bicycles. From 200 to 400 tickets are printed, and the tickets cost from one cent to \$4. When the tickets are all sold the drawing takes place, and the lucky man wins a mining claim. The White Elephant, the Pennsylvania and other claims are being disposed of in this way.—*Calgary (Alberta) Tribune.*

THE ROENTGEN RAYS APPLIED TO MINING.—Dr. F. E. Yoakum, of Los Angeles, Cal., has applied the X rays to the determination of gold in quartz. The physician was photographing a tumor; there was a vacant space on the plate, and he placed a piece of gold-bearing quartz on it; when the plate was developed the outlines of the rock came out on it, with specks here and there, which showed the presence of gold. Since then he has taken a number of pictures of gold in valuable ore. The fluoroscope has been used for this purpose. It is believed that the discovery will be of use to geologists and mineralogists in prospecting.—*Scientific American.*

AN UNKNOWN TRIBE OF INDIANS.—The Government has instructed Captain Scott of the La Pointe Agency in Wisconsin to make investigation regarding a tribe of Indians near Rice Lake, in that State. They are not included in any Indian reservation in the United States, and it is not known whether they are even Chippewas. Captain Scott has made one trip to Rice Lake without coming to any satisfactory conclusion. He has interviewed a number of the Indians, who state that they were born near Rice Lake, as were their fathers before them. They receive no Government aid and apparently do not wish any. Some of them are intermarried with the whites, and pursue the ordinary occupations of life.



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In the pioneer days of Washington Territory there lived, in the town of —, old Judge G—, prominent in the temperance cause. He took it into his head to reform the saloon men, and one evening, in company with some of the sisters of the W. O. T. U., he started out on a crusade.

On a side street was a saloon run by one Jim Doran. Now, Jim, though seemingly a rough character, was a pretty generous sort of fellow and performed many a charitable deed on the sly; and, while rum-selling was his business, he would never allow a man more than one drink at a time, no matter how much he might offer for another glass.

The judge and his sister-workers knelt in front of the saloon and began praying aloud. Jim, hearing the noise, stepped to the door.

"Well, Jim," said the judge, "we are praying for you."

"So I see," said Jim. "I'm much obliged to you, judge. When you get tired, you 'n' the women jes' step inside 'n' I'll treat you to a drink!"

S. M. R.

Shirt Waists.

Some philosopher recently remarked that the real emancipation of women began with the entry of the shirt waist, which shook off the trammels of fashion. This may be true, but if you wish to see the shirt waist in all its glory you should visit some of the lovely spots along the Saint Paul & Duluth Railroad, or Duluth Short Line, as it is popularly known. During the whole season the fine trains of this line have been beautified by loveliness in shirt waists. This line runs fast, finely-equipped trains to and between St. Paul, Minneapolis, Duluth, West Superior and other important Northwestern points, where close connections are made with trains and boats running in all directions. Its schedules are convenient for the tourist and the business man, and its popularity increases annually. Always take the Duluth Short Line and you will find the people taking it with you. For maps, etc., apply to ticket agents, or write to C. E. Stone, General Passenger Agent, St. Paul, Minn.

She Couldn't Get It.

The employees of the Northern Pacific Express Company at the city office think they have a good joke. A woman went into the office the other afternoon and laid down before the cashier a postal card which she no doubt supposed was one she had received notifying her that there was a package there for her.

"Can I get that?" she asked.

The cashier picked up the card and read:

"Dear —: A ten-pound boy arrived yesterday afternoon; mother and child are doing well."

"Did you read this card?" stammered the embarrassed cashier.

"Certainly I read it," replied the woman, indignantly.

The cashier silently handed the card back to the woman. Her first glance at it showed her the mistake she had made in presenting the wrong card, and she hastily left the office.—*Spokane (Wash.) Spokesman-Review.*

Lived Without Brain.

For some months past the medical profession has been interested in the case of a Pennsylvania man, who, after his death, was found to be destitute of brain. Had he lived and come West, even he would have understood the popularity of the Saint Paul & Duluth Railroad, better known as the Duluth Short Line, because it is such a simple matter. It arises from excellent service, modern trains, a desire to please and a fine district through which the road runs. The service between St. Paul, Minneapolis, Duluth, West Superior, Taylor's Falls and other points is such as to appeal to the business man and the tourist, who find it just what they want. Hence, if you take the Duluth Short Line, you go with the crowd and get the worth of your money. Ticket agents generally will always be glad to furnish maps, circulars and general information, or they may be had by writing direct to C. E. Stone, General Passenger Agent, St. Paul, Minn.

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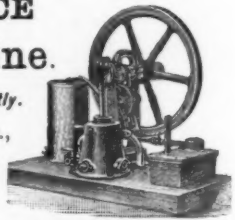
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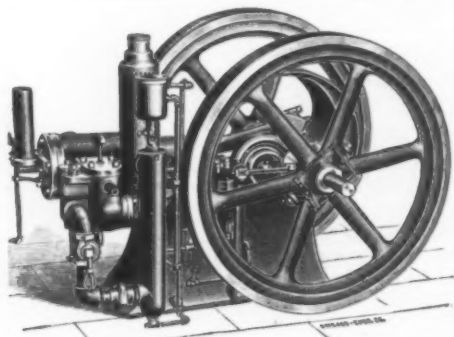
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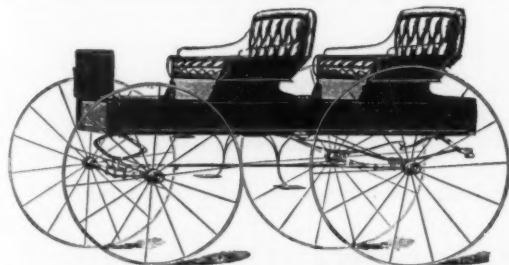
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The August number of THE NORTHWEST MAGAZINE is better than ever.—Hogutam (Wash.) Washingtonian.

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THE NORTHWEST MAGAZINE for August is one of the most interesting numbers hitherto published. Its illustrations cover a greater variety of interesting points and subjects than any we have ever seen, notably the two great ship canals constructed at the Sault Ste. Marie, on the boundary line, and a picture of the lower gates of the new Government lock at the same point.—Seattle (Wash.) Times.

No unreliable "boom" literature finds space in THE NORTHWEST MAGAZINE. It is intended to be, and always has been, a trustworthy exponent of the really attractive and profitable resources of the northern tier of Western States, and its influence in sending us desirable immigrants and capital has been far-reaching—unequaled, in fact, by that of any other publication.—Medical Lake (Wash.) Ledger.

"I enclose you herewith my check to pay subscription to your magazine for the year 1897. As I am interested more in Tacoma than in St. Paul and surroundings, I miss the usual mentionings in your magazine of that end of the Northern Pacific territory, and as there are other persons in our city who have interests there, we like to read your magazine and see how that part of the country is getting along."—J. P. Henderson, Pittsburgh, Pa.

"I am a great admirer of THE NORTHWEST MAGAZINE. Of all the publications that come to my house during the month, I must say that my wife and I find none so entertaining, so instructive as THE NORTHWEST. The purely literary periodicals of the East are well enough in their way, but they do not furnish the variety that is found in your magazine, neither do they tell us anything about the section of country that is most interesting to a Northwestern man—that is, his own. I wish Mr. Smalley every possible success, and extend my congratulations to him upon the good work he has done."—Hon. R. C. Dunn, State Auditor of Minnesota, in a recent interview.

Among the most potent factors which have gone to build up the Great Northwest, stands without peer THE NORTHWEST MAGAZINE. The country newspaper has done its full share within its sphere, but THE NORTHWEST MAGAZINE has a field all its own, and fills it. From its wider field and broader view it covers the whole Northwest. Within its covers the people of Puget Sound and the Mississippi basin mingle, and the advantages and enterprises of each are impartially set forth. Beautifully printed in the best style known to the art, profusely illustrated with gems from the pencil and camera, edited so carefully that each number outrivals its predecessor in the beauty of its word picturing, the publication is what it professes to be—a charming magazine of Western art, life, literature and industry.—Pine City (Minn.) Pioneer.

New Maps.

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Cats are the most destructive of all animals. They mewtillate every summer night.

Clancy (the under dog)—"Sure, Dinnis Phelan, an' if yez don't take yure fist out av me oye, its sthorage Oi'll be afther char-rg-in' yez!"

"Why is it that you never build castles in the air, Grumpy?"
"Because you can't rent the things."

"Say, pop, come out and down him! Jimmy Ryan said his pa could lick mine, and I said he couldn't, and they're waiting for you outside."

"Your wife doesn't seem to improve in health."
"No; as fast as she gains strength she uses it up telling people what is the matter with her."

Pat—"They do say the car nixt the injune be the most dangerous."
Mike—"Begorra, thin why don't they lave it off?"

Visitor—"I hear there is sickness next door. Is it contagious?"
Phillips—"Oh, not at all, madam; merely contigu-ous."

Her Tiresome Admirer—"I don't believe you have thought of me once since I've been away."
She—"Well, you know very well that the doctor gave me strict orders to do nothing that would tire me."



"WAITING FOR A BITE."

Servant—"What are you doing out here?"
Isaac Walton, Jr.—"Waitin' for a bite. The cat had fish for dinner."

Tommy—"Pa, may I ask you a question?"
Pa—"Certainly, my child."
Tommy—"Well, where is the wind when it doesn't blow?"

"Darling," he cried, in tender tones, "I never loved but thee!"
"Then we must part," the maid replied; "no amateurs for me."

Mrs. Homespun (Indignantly)—"Here's an article says that in Formosa a wife costs five dollars."
Mr. Homespun (thoughtfully)—"Wal, a real good wife is wuth it!"

Benedict (proudly)—"My wife kisses me good night regularly."
Rounder (bitterly)—"Women are suspicious creatures, ain't they?"

Religious Party—"M-m-my b-b-boy, aren't y-y-you ash-sh-shamed of u-u-using such l-l-language?"
Small Boy—"Aw, say! Git rubber tires on datan' it'll go smooder!"

"Well, little girl, what is it?"
"If you please, sir, Mr. Slimmer will not be able to come down this morning. He's just got back from a two weeks' rest in the country, and he's all tired out."

Reporter—"There are two sides to the story, of course."
Editor (in a hurry)—"The end is more important than the other side."

Major Bluegrass—"This whisky, kun'l, is ten yeahs ole, suh."
Colonel Bludgud (astonished)—"The devil, majah! Who kep' it for yo'?"

Teacher—"Give me an example of the use of the word 'contagious.'"
Pupil—"Street-cars are not contagious. They are awful hard to catch."

Daughter—"I can't see why you object to Mr. Softly. I'm sure he is constant."
Old Man—"Constant? He's worse than that, you idiot; he's perpetual!"

"Everybody seems to be on an equality in Klondyke," said the shoe-clerk boarder.
"Yes," said the Cheerful Idiot, "one man can cut as much ice as another up there."

"I have proposed to seven girls this summer already," said Timmins, "and I haven't been able to get accepted once. Dingled if I am not beginning to feel like one of my poems—declined with thanks."

Mrs. Youngish—"Oh, Bob, what shall I do? Baby is crying because I won't let him pull all the fur off my new muff."
Mr. Youngish—"Well, that's all right. Get him the cat!"

"I tell you," shouted the man with the red face, "th^o whole universe seems to be upset by these cyclists."
"Yes," admitted the timid young man; "even the sun has been doing some mighty tall scorching this season."

He—"What have the Squallabys christened their new baby?"
She—"They haven't called it anything yet."
He—"Well! Now I know what is meant by 'nameless terror.'"

The Fat Lady (sweetly)—"Beg pardon! Did I sit on you, sir?"
The Lean Man (crankily)—"You did, madam."
The Fat Lady (bridling)—"Oh, well, I dare say you needed it!"

Typewriter—"I am rapid enough, and understand business forms all right, but I must admit that I cannot spell."

Business Man—"You won't do, then, even at the price; I can't spell, either."

Professor in English (to young man)—"How would you punctuate the following: 'The beautiful girl, for such she was, was passing down the street?'"
Student—"I think, professor, that I would make a dash after the beautiful girl."

"Well, Elsie," said Mrs. Moral Suasion to her three-year-old daughter, "did you tell God you were sorry for being naughty?"
"Ees, I did, and he said: 'Elsie, zat's all right. Zere's lots of 'em worser zan you are.'"

Rose—"And so you've not had much sport today, Mr. Murphy? And you look dreadfully bloodthirsty, too!"
Murphy (gallantly)—"Sure, now, Miss Rose, and if I only looked half as killing as you do, it's a big bag I'd have at the end of the day, without firing a shot!"

O'Hara—"She was a good wife to me, poor woman! Many's the word of good advice she gave me."

McGoogan—"Thru for yez; an' many's the time Oi've heard her advisin' yez wid de broom-handle, when Oi lived in the house beyant, a mile up the road."

Master—"McFlynn, I told you I wanted hot water, and the first thing in the morning, too; this is as cold as ice."

McFlynn—"Shure it was hot when Oi brought it up; and didn't Oi have it at the dure last noight, so as to be in toime, sor?"

A school inspector, finding a class hesitating over the question: "With what weapon did Samson slay the Philistines?" and wishing to prompt them, significantly tapped his own cheek, and asked: "What is this?"

The whole class instantly answered: "The jaw-bone of an ass!"

Critical Papa—"He's not what you would call strictly handsome," said the major, beaming through his glasses at the baby, as he lay howling in his mother's arms, "but it's the kind of face that grows on you."
"It's not the kind of face that grew on you!" was the indignant and unexpected reply of the fond mother.
"You'd be better looking, if it had."

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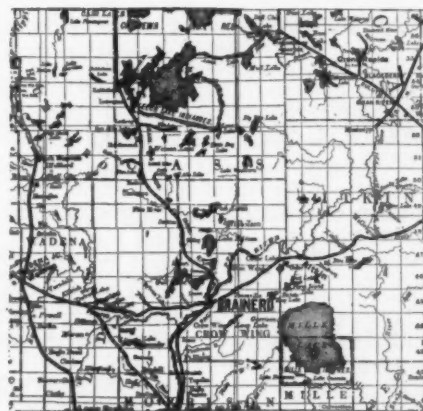
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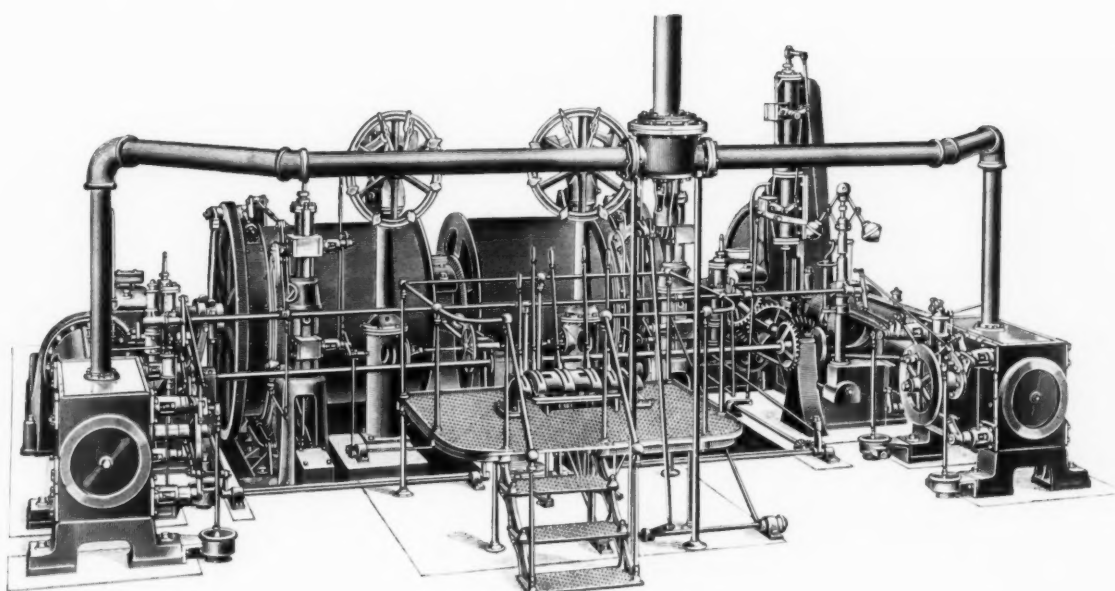
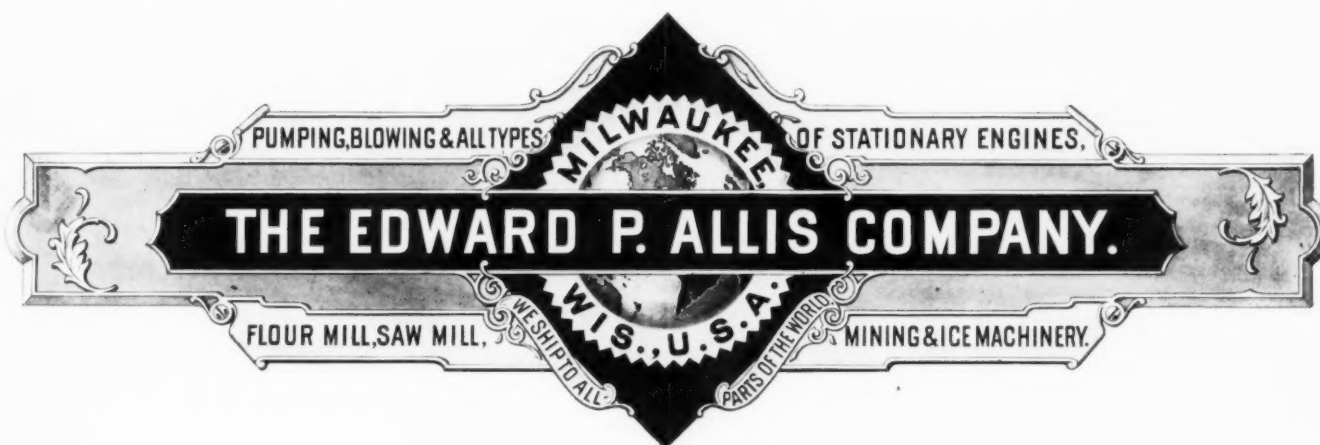
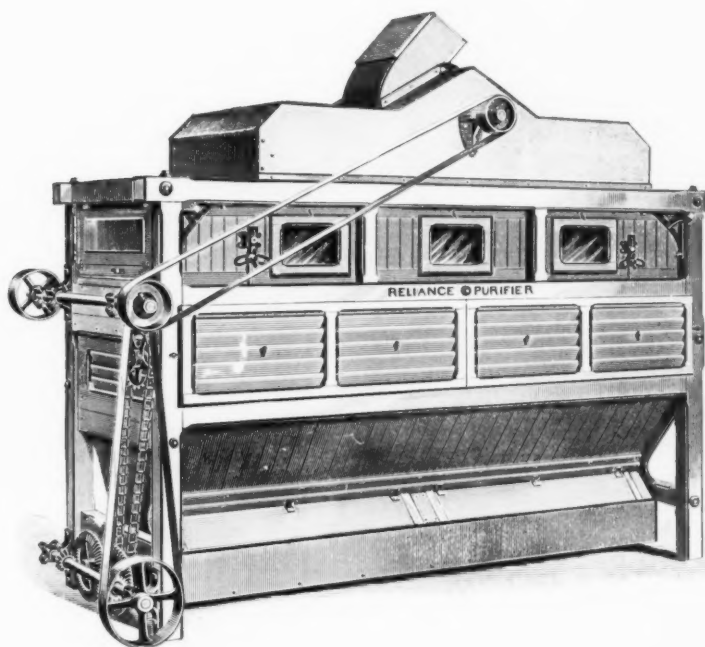
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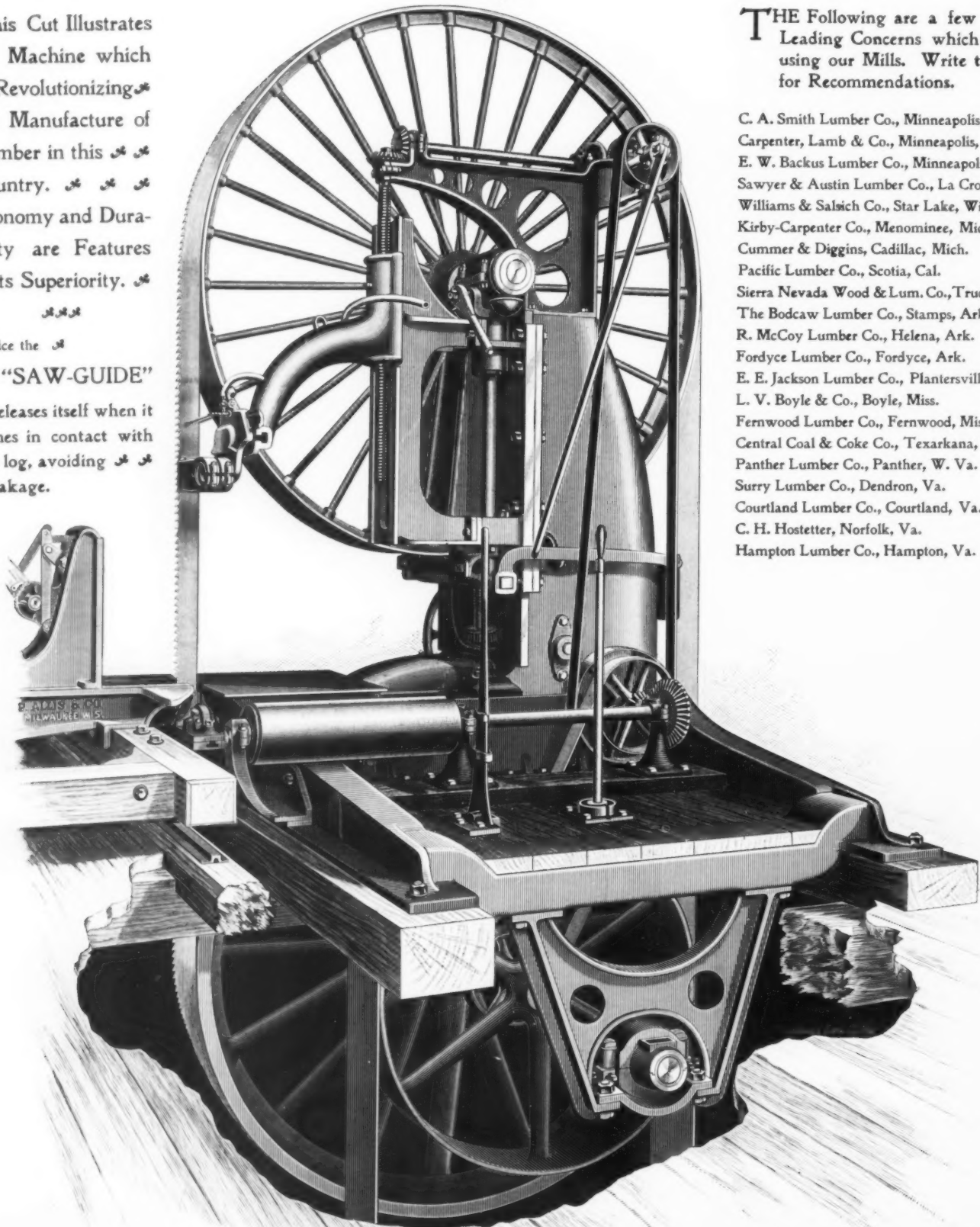


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Sawyer & Austin Lumber Co., La Crosse, Wis.
Williams & Salsich Co., Star Lake, Wis.
Kirby-Carpenter Co., Menominee, Mich.
Cummer & Diggins, Cadillac, Mich.
Pacific Lumber Co., Scotia, Cal.
Sierra Nevada Wood & Lum. Co., Truckee, Cal.
The Bodcaw Lumber Co., Stamps, Ark.
R. McCoy Lumber Co., Helena, Ark.
Fordyce Lumber Co., Fordyce, Ark.
E. E. Jackson Lumber Co., Plantersville, Ala.
L. V. Boyle & Co., Boyle, Miss.
Fernwood Lumber Co., Fernwood, Miss.
Central Coal & Coke Co., Texarkana, Tex.
Panther Lumber Co., Panther, W. Va.
Surry Lumber Co., Dendron, Va.
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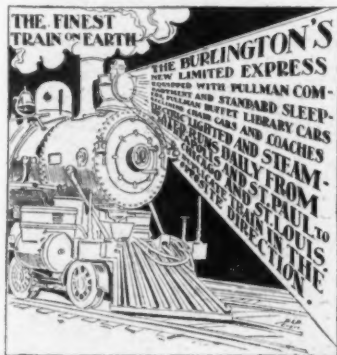
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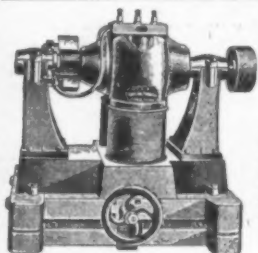
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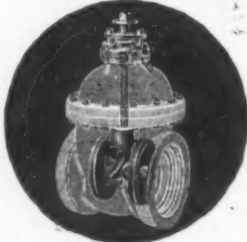
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